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THE TRAVELLER AND EMIGRANT'S  
HANDBOOK TO CANADA

AND THE

NORTH-WEST STATES OF AMERICA,

FOR GENERAL CIRCULATION.

CONTAINING USEFUL INFORMATION ON ALL IMPORTANT POINTS, GATHERED  
DURING A RESIDENCE OF FIFTY YEARS IN BOTH COUNTRIES.

COMPILED FROM THE MOST AUTHENTIC SOURCES,  
AND DESIGNED PARTICULARLY FOR THE USE OF TRAVELLERS, EMIGRANTS  
AND OTHERS.

BY EDWARD H. HALL,

CHICAGO, ILL., U.S.

(FORMERLY OF NEWCASTLE-UPON-TYNE, ENGLAND.)



LONDON:

ALGAR & STREET, 11, CLEMENT'S LANE.

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## TO THE PUBLIC.

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LEAST of all the virtues of authorship which, if forsooth it have any at all, this work can lay claim to, will be that of originality. After a residence on the American continent of nearly eight years, I feel that it is perhaps even less the result of my own experience than of others' labour.

From the various works that have appeared from time to time on Canada and Canadian emigration, and especially from the "Prize Essays" published about a year ago, I have selected what I deemed to be the most important matter ; and thus while "sucking honey," as it were, "from every flower," I have arranged my extracts in such a form as I hope will serve the purpose intended—viz., of furnishing a "Hand Book," at once cheap, comprehensive, and reliable. In a country like Canada and the West, which is undergoing such a constant change, the difficulty of getting the *latest* information will be readily admitted. I have only to add that each of the succeeding pages has undergone a careful revision ; and the necessary addition of all recent changes, so as to bring it up to the *latest possible moment*, has always been made ; and thus I trust that all referring to it will be as much benefited by a perusal of its contents as I am satisfied with the accomplishment of my task.

E. H. H.

## CANADA.

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### THE ADVANTAGES OF THE NORTHERN ROUTE.

THE first thing to be done towards emigration to Canada or the Western States of America, is to select a route and the means of conveyance, in determining upon which parties will no doubt be more or less influenced by the state of their finances.

The passage across the Atlantic to the different ports in the United States and Canada has hitherto been too much of a lottery. Emigrants have been too anxious to reach the Eldorado of their hopes, and not unfrequently too regardless of their personal safety, to be very particular as to the means of getting there. It is only of late years that the advantages of the St. Lawrence route to Canada and the West have begun to be appreciated, either by emigrants or shippers; and now that the fact of its being the best *passenger* as well as freight route can be firmly established, it is highly important, and the constantly increasing emigration demands, that it should be selected, and its merits widely proclaimed.

The use of maps on Mercator's projection, and the indifferent vessels engaged in the lumber trade, had so injured this route, that few or none could be found willing to ship for Quebec or Montreal, while the tide of emigration towards the States, and even parts of Canada, all set in towards Boston, New York, Philadelphia, and even New Orleans. So strong, indeed, was the unjust prejudice entertained in Europe against this route, on account of the supposed dangers of the navigation of the Gulf and River of St. Lawrence, and the severity of the sea voyage and climate of Canada, that almost double the rates of fare asked by forwarders on this route were not unfrequently paid by emigrants to New York, and more than double fares from the seaboard to points in the West. The extortions and impositions practised so long upon emigrants landing in New York, the establishment of regular trading and passenger ships and the lines of Canadian steamers, but more than all, the apparent advantages of this route, have contributed greatly to

dispel these prejudices, and to induce a large amount of travel. Of late years, in addition to the immigration designed for actual settlement, large bodies of Irish, Norwegian, German, and other continental emigrants, have pursued through the Canadas their journey to Iowa, Illinois, Wisconsin, and other Western States of the American Union.

To be brief, the great advantages of the northern route to Canada and the West may be summed up under the following heads.

1. IT IS THE SHORTEST. It is perhaps not generally known that the sailing distance between Liverpool and Quebec is, by the Straits of Belle Isle, some 400, and *via* the southern route some 200 miles shorter, than between Liverpool and New York; Liverpool to Quebec, *via* north of Ireland and Straits of Belle Isle, being 2,680 miles; and to New York, *via* Cape Clear and Cape Race, 3,073 miles. I mention this fact, not as being of itself of great importance, but as one of the many advantages which, practically considered, combine to make this route desirable.

2. IT IS THE CHEAPEST AND MOST EXPEDITIOUS. From the circumstance of continuous water communication, and that of a very safe, comfortable, and speedy nature, the St. Lawrence in point of cheapness has greatly the advantage. There is now a line of steamers and propellers running from Chicago to the ports of Quebec and Montreal, so that the emigrant is enabled to purchase his ticket before leaving home, and to embark without loss of time, or any expenditure of his little means, and to pursue his way undisturbed, upwards of 2,000 miles into the very heart of the country.

Transport is thus speedier and the cost lighter than *via* the southern route from New York, Boston, or Philadelphia, where the frequent transshipments and breaks in the railroad connection are sources of constant expense and annoyance to the emigrant. Another important consideration is, that by the St. Lawrence route the emigrant's luggage costs him nothing, while on most of the railroads in the States, only 50 lbs. of luggage are allowed each adult passenger free of charge, and all above that weight is charged extravagantly high, to make up for the lowness of passenger fares. If the passenger on his arrival in the Upper Province wishes to complete his trip to the Far West more expeditiously, he can take the Great Western Railway, to Detroit, where he again has the choice of steamboat travel *via* Lakes Huron and Michigan, or the Central Railroad across the State of Michigan to Chicago, at the head of Lake Navigation.

If bound still further west he has at Chicago a choice of several roads, radiating to different points on the Mississippi River, which would put him in speedy communication with Iowa, Minnesota,

Texas, and other new States and territories beyond the great river.\*

3. That considering the great advantages of a choice of a railroad or steamboat travel which the St. Lawrence route presents, the increased facilities and information guaranteed to the emigrant by duly appointed permanent Government agents throughout both provinces, and the fine climate and beautiful scenery of the country to be travelled through, it is unquestionably the SAFEST and most COMFORTABLE.

In this connection I will briefly chronicle the running time of the North American, the first of the Montreal Ocean Steamship Company's vessels, and the Anglo Saxon, which, under a contract lately made with the Canadian Government, was despatched with the first mail to Quebec on Wednesday, the 7th inst. The former of these reached Quebec on the 7th of May, after a run of 14 days, after losing thirty-six hours amongst the ice and having encountered a severe gale of wind. The same fine vessel left Quebec on her return trip on the morning of the 25th May and arrived at Liverpool on the 5th inst., making the passage in one hour less than  $11\frac{1}{2}$  days, and only seven hours more than the American crack steamer, the "Atlantic." The ship's course was south of Newfoundland, while in succeeding voyages throughout the season, the route will be through the Straits of Belle Isle, thus shortening the distance to Quebec nearly 300 miles; and the probability is, that to this line, in preference to the old-established "Cunard" and "Collins" steamships, running between Liverpool, Boston, and New York, we shall be frequently indebted for the earliest intelligence from America. The arrival of the "Anglo Saxon" in the St. Lawrence has not yet been reported, but the average length of passage between Liverpool and Quebec during the summer season will probably be about ten days.

The arrangements made by the Government of Canada for the reception and protection of emigrants on their arrival at Quebec, contrast in a remarkable manner with the want of such arrangements at New York and other ports of the United States, to which emigrants are conveyed from Europe. On the arrival of each emigrant ship in the river St. Lawrence, she is boarded by the medical officer of the emigrant hospital at Grosse Isle, situated a few miles below Quebec; and whenever disease prevails in a ship, the emigrants are landed, and remain at the hospital, at the expense of the Colonial Government, until they are cured. On the ship's arrival at Quebec, Mr. Buchanan, the Government agent of emigrants, proceeds at once on board, for it is his duty to advise and protect each emigrant on

\* See list of railroads diverging from Chicago in the Guide to the Western States.



his arrival; he enquires into all complaints and sees that the provisions of the Passenger Act are strictly enforced. This he is enabled to do in a most effectual manner, as under an arrangement, sanctioned by the Commissioners of Emigration in Great Britain, whenever an emigrant vessel leaves any British port for Quebec, the emigration officer of that port forwards to Mr. Buchanan, by mail steamer, a duplicate list of her passengers, with their names, age, sex, trade, &c. This list is usually received by him two or three weeks before the vessel reaches Quebec, so that he is not only fully prepared for her arrival, but is furnished with every particular which may be useful to him in protecting the emigrants. If just cause of complaint exist, he institutes, under a very summary law of the province of Canada, legal proceedings against the master; but so thoroughly are the value and efficiency of this officer felt, that since a very short period subsequent to his appointment, it has very rarely been found necessary to take such proceedings. In cases where emigrants have arrived without sufficient funds to take them to places where employment is abundant and remunerative, their fares have been paid by Mr. Buchanan, out of the funds in his possession, provided for the purpose. *Emigrants from other than British ports experience precisely the same protection at the hands of Mr. Buchanan.*

Presuming that the traveller or emigrant, either before sailing, on his passage out, or on his arrival at Quebec, is desirous of learning something of the country in which, perhaps, he is about to settle, I will proceed to give short descriptions of the soil, resources, agricultural products, and climate of the country, with such other useful information for the public generally, "as may guide industry in search of a place wherein to better its condition and capital, in quest of fields for profitable investment."

#### BOUNDARIES.

The province of Canada, formerly a colony of France, was ceded to Great Britain in 1763, and until the year 1791, was called the "Province of Quebec." In that year it was divided into the two provinces of Upper or Lower, or Western and Eastern Canada, under distinct governments; but, in the year 1840, the provinces were re-united by act of the imperial legislature, and constituted into one province—the "Province of Canada." It is bounded on the north by the Hudson's Bay territory, on the west by Lakes Superior and Huron, on the south by Lakes Erie and Ontario, and on the east by the River and Gulf of St. Lawrence, New Brunswick, and a portion of the United States.



## EXTENT AND GEOGRAPHICAL DIVISIONS.

In length, Canada extends about 1,500 miles, from the coast of Labrador to the River Kiministiquia, at the head of Lake Superior, with an average breadth of about 230 miles ; and contains an area of about 350,000 square miles, or 240,000,000 English acres.

Canada may be said to comprise one vast valley, through which the great River St. Lawrence takes its course, issuing from Lake Superior and flowing successively through Lakes Huron, Erie, and Ontario, until it falls into the ocean after a course of 2,000 miles.

This immense valley is on each side encompassed by different mountain ranges, sometimes nearly approaching the water and at other times receding into the interior, and thus forming extensive plains, for the most part alluvial, and suitable for nearly every description of produce. The high table-land along the northern boundary of this valley, separates the streams which have their source within it and flow into its basin, from those that take their rise in the almost unknown territory beyond, and which fall into Hudson's Bay. The high land along the southern boundary of the valley, separates the streams which flow northwards into its basin, from those that have their course southwards towards the Atlantic and Mississippi.

This immense area is divided into the two provinces, known as Upper and Lower, or more recently, as East and West Canada. Lower Canada comprises rather more than two-thirds of the entire area. According to the best estimates it embraces about 205,863 square miles, within the parallels of 45° and 50° north latitude, and the meridians of 57° 50" to 80° 6" west of Greenwich ; and contains in the whole about a quarter of a million square miles, or one hundred and sixty millions of English acres.

Upper or Western Canada is comprised within the parallels of 45° to 49° north latitude, and the meridians of 74° to 117° west of Greenwich ; and embraces an area of about one hundred thousand square miles, or sixty-four millions of acres. Together, the two provinces form an area more than twice as large as the United Kingdom. These two important divisions are again subdivided into several territorial sections, differing from each other in their outline, geological formation, soil, resources, climate, products, and present condition ; but of which it is here unnecessary to speak.

Emigrants who go to Canada with the view of farming, and are possessed of some means, should not be too hasty in the selection or purchase of land. Much valuable time and money are frequently lost by being in too great a hurry to purchase. Their success, to a considerable extent, depends upon precaution. Let them first

acquaint themselves with the country, its various resources and capabilities, and the modes of cultivation which prevail. To supply, as concisely as possible, this information is the object of the following chapter.

#### NATURAL FEATURES, SOIL, AND PRODUCTS.

The natural features of the provinces of Upper and Lower Canada are for the most part very different. While the Lower Province presents to the eye of the traveller a succession of the grandest and most enchanting sights that can well be imagined, and is to the educated man of means altogether the most desirable country for a residence, Canada West, both on account of its more central situation, richer soil, and milder climate, is better adapted as a field for the enterprise and industry of the emigrant.

In the Lower Province the scenery is of a far bolder character than in the Upper. On the lower part of the St. Lawrence both sides of the river are mountainous, and on the northern side the ridge which runs as far as Quebec presents the most sublime and picturesque beauties; above Quebec and as far as Montreal the shore is not so bold. A little east of Montreal and on the opposite side of the river lie the beautiful districts of Richelieu, Vercheres, Chambly, and Laprairie, generally known by the name of the Eastern Townships; and which, for beauty and fertility, are unsurpassed by any other district in the Lower Province.

As compared with the Lower Province, Upper Canada is in general a level champaign country, with gently undulating hills and rich valleys. The western section, which comprises the garden of Western Canada, has a remarkably level surface, and is attracting at present the greatest share of emigration.

The soil of Canada is generally extremely fertile, and consists principally of yellow loam on a substratum of limestone. It greatly improves to the westward, and its quality when uncultivated is easily ascertained by the timber it produces, the larger and heavier kinds growing on the best soil. In Upper Canada the brown clay and loam, intermingled with marl, predominates in the district between the St. Lawrence and the Ottawa; but further west, and north of Lakes Ontario and Erie, the soil becomes more clayey and far more productive. The virgin soil is rich beyond measure, and the deposit of vegetable matter for ages, improved by the ashes of the fires which sometimes sweep the forest, render it abundantly productive for several years without extraneous help. In some districts wheat has been raised for twenty years successively, on the same ground without manure.

The natural products of Canada are almost inexhaustible, and

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are second only to those of agriculture in importance, and at least equal to them in value. The fact that the energy of the people has been more directed to agriculture than to the development of the great mineral and other natural resources of the country, and the larger amount of time and capital requisite for the prosecution of the latter, will sufficiently explain the reason why so little is generally known of this important item of Colonial wealth.

The products of the forest and the mine, and of the sea and fresh water fisheries are among the most important. Of these the products of the forest contribute perhaps most largely to the revenue of the country. Canada has long largely exported white and red pine timber, masts, staves, and deals to Britain; but of late years a large and steadily increasing trade in sawed timber has sprung up between Canada and the United States. Large quantities are now yearly shipped to Chicago and other points to the west, where, on account of its superior qualities, it is in very great demand.

The timber exported, however, forms a very small proportion of the forest wealth, as the home consumption is valued at considerably more than £2,000,000.

The total value of the produce of the forest for the year 1853 has been variously estimated by different writers at from four to five millions of pounds. The most extensively exported timber are the white and red pine, oak, and elm; but large quantities of spruce, hemlock, cedar, ash, larch, maple, beech, birch, and black walnut are found throughout the province.

The last of these is plentiful in the Western Province, and is very extensively used in the construction of cabinet wares of every kind; as is also the wood of the butternut, which somewhat resembles it.

Mines and minerals, both in commercial importance and intrinsic value, take the second rank in the natural products of the country. Iron ores are said to be found in great abundance and variety; also copper, silver, gold (in quantities fortunately however too small to create a fever) and tin have been discovered, and are frequently met with.

Marble, chemical materials, and stone paints, are also frequently found, and in considerable quantities. Lithographic stone of good quality, and materials for the manufacture of glass and jewellery are easily obtained. Quarries of roofing slates have been opened to great advantage, and flag stones, and all the materials suitable for building purposes, are found in great abundance and variety.

The fisheries of Canada form the third feature of interest in the natural produce of the country. The Gulf of St. Lawrence fisheries, to which, by the recent Reciprocity Treaty with the United States, they have free admission, are of great value; as are also those on Lakes Superior, Huron, and Ontario.

The salt water fisheries produce large quantities of salmon, herrings, cod-fish and mackarel. Large quantities of the former are cured and find a ready market. The seal and white porpoise fisheries are also prosecuted with considerable success; the skin and oil of both have become staple articles of export, having been found to be very valuable. The great fresh water lakes abound with white fish, trout and sturgeon, and in the St. Lawrence, and many of the smaller rivers and streams throughout the province, large quantities of salmon and other fresh water fish are caught. A delicate fish, popularly known as sardines, are taken in large quantities at certain seasons of the year, along the shores of the St. Lawrence, below Quebec.

Without entering further into details of this important branch of produce, some idea of their extent and value may be gleaned from the fact that the value of exports from the gulf and lakes for the year 1852 amounted to £74,462, in addition to and exclusive of the home consumption.

The fisheries of the Gulf of St. Lawrence are thus spoken of in a paper prepared by Mr. Bouchette, and published by the House of Assembly in 1852:—

“Rushing periodically, in certain seasons, from the Atlantic, whether by the passage of Canso or by the entrance of the gulf, between Cape Ray and Cape Lawrence, the cod, herring, haddock, mackarel, and the various gregarious finny tribes, in immense shoals, spread along the vast extent of coast that is presented by the gulf shores of Cape Breton, Nova Scotia, New Brunswick, Gaspé, the north coast of the St. Lawrence and Labrador, to the straits of Belle Isle, then along the western coast of Newfoundland, to Cape Ray, presenting upwards of 2,000 miles of inshore fisheries, besides the numerous rivers and streams which are ascended for miles by salmon as well as a quantity of fresh water fish, which form a very productive branch of the fisheries of these provinces.”

#### AGRICULTURE.

As this is of all others perhaps the most important subject of which this sketch will treat, and one in which the great majority of those referring to it will take a lively interest, I will endeavour to afford all the information that the limits of the work will admit.

The whole of Canada, but especially the Western Province, is and has been essentially an agricultural country. By far its greatest extent is peculiarly adapted for agricultural pursuits; and the enterprise and energy of the inhabitants have been directed to agriculture with the most favourable results. From the great diversity of climate, the goodness of the soil, and its peculiar adaptation to the growth of wheat and all cereals, Canada will always be, as it

already is, a large exporter of farm produce, and take high rank as an agricultural country.

The soil of Canada is adapted, and the climate favourable to, the growth of wheat, peas, rye, barley, oats, buckwheat, hay, hemp and flax, grass-seed, Indian corn, and potatoes; and of all these large quantities are raised. As a wheat exporting country Canada has made great progress; and as the improved methods of agriculture are more generally adopted, and her rich territories in the West become better settled, her exports of breadstuffs will be immense. The average produce of wheat per acre in the Upper Province is variously estimated from 16 to 25 bushels per acre, and in Lower Canada, from 7 to 12 bushels. In the latter province, during the last ten years, the growth of fall wheat has been either wholly abandoned or is only sown intermittingly, owing to the ravages of the fly, but it is believed its general cultivation may be eventually resumed. The following query and answer, taken from the pamphlet published by the Canada Land Company, will prove interesting to emigrants intending to settle in Upper Canada, and may I think be relied on:—

**QUERY.**—*Produce of crops in average years, per acre?*

**ANSWER.**—The produce, per acre, of all crops varies much from year to year in Canada, owing to the late and early frosts. It is, however, generally considered that the following is a fair average of ten years on all tolerably cultivated farms:—Wheat, 25 bushels; Barley, 30 bushels; Oats, 40 bushels; Rye, 30 bushels; Potatoes, 250 bushels per acre. Swedish turnips, mangel wurzel, and other roots of a similar kind, are not generally sufficiently cultivated to enable an average yield to be given; but it may very safely be said that, with similar care, culture and attention, the produce will not be less per acre than in England. Flax and hemp are now coming rapidly into notice as an additional resource to the agriculturist—the quality of both articles is excellent, and the quantity obtained affords a profitable return—the climate and soil being well adapted for their growth. Tobacco has also been raised in considerable quantities, particularly in the western extremities of the province.

In 1838 Canada exported 296,020 bushels of wheat, and in 1852, 5,496,718 bushels; thus increasing eighteen times in fourteen years. Her exports in grain have doubled four times in fifteen years, or more than once in every four years. The total growth of wheat in all Canada, for the year 1851, is calculated by the Board of Registration and Statistics as having been 15,162,662 bushels, of which 12,682,550 bushels, or nearly  $13\frac{1}{2}$  bushels for every inhabitant, was raised in Upper Canada.

The value of all the vegetable productions of Canada in 1851 was estimated at £9,200,000; grain being £5,630,000, other products, £3,570,000.

Some idea may be formed of the peculiar adaptation of the soil

of Canada to the growth of this grain, and the extent to which farming, even in this comparatively new country, has been carried, when it is stated that the increase throughout the whole country, during the last ten years, has amounted to upwards of 400 per cent.

As the success of the settler in a new country, no matter in what pursuit he seeks it, must always to a great extent depend on his health, I will next proceed briefly to consider one of the most important influences upon the general salubrity of the province; the more, as there still exists very erroneous impressions with regard to it.

#### CLIMATE.

In judging of the climate of such a varied extent of country as the province of Canada presents, in order to draw correct conclusions we ought to consider each province separately.

"The salubrity of the province," writes the author of the Essay from which I have so frequently quoted, "is sufficiently proved by its cloudless skies, its elastic air, and almost entire absence of fogs. The lightness of the atmosphere has a most invigorating effect upon the spirits. The winter frosts are severe and steady, and the summer suns are hot and bring on vegetation with wonderful rapidity."

The uniformity of temperature, produced through the influence of the fresh water in the lakes and rivers, which have been estimated to contain not less than 11,000,000 cubic miles of water, are found to be highly favourable to animal and vegetable life. It is therefore found that Upper Canada, from being surrounded by an almost continuous chain of lakes, and containing within its limits a larger amount of fresh water than its sister province, is in many respects more suitable to the European constitution; the winter season is not so long, nor is the summer season so warm; whilst for vegetation the western portion of the province is infinitely superior.

The subjoined table of the monthly means of temperature at Toronto and Montreal will form an excellent guide to the general temperature of the respective provinces.

	Toronto.		Montreal.
January.....	24° 67'	.....	18° 58'
February .....	24 14	.....	16 08
March .....	30 83	.....	28 96
April.....	42 17	.....	41 04
May .....	51 84	.....	56 12
June .....	61 42	.....	68 97
July .....	66 54	.....	71 36
August .....	65 76	.....	71 04
September ...	57 11	.....	58 50
October.....	44 50	.....	44 53
November ...	36 57	.....	32 36
December .....	27 18	.....	18 50
Annual mean at Toronto	44 39	at Montreal,	43 83



"The most important points in which the climate of Western Canada differs from that of the United States," writes Henry Youle Hinde, Esq., of Toronto, "may be briefly enumerated as follow :—

"1st.—In mildness, as exhibited by comparatively high winter and low summer temperatures, and in the absence of great extremes of heat.

"2nd.—In adaptation to the growth of certain cereals and forage crops.

"3rd.—In the uniformity of the distribution of the grain over the agricultural months.

"4th.—In the humidity of the atmosphere, which, although considerably less than that of a truly maritime climate, is greater than that of localities situated at a distance from the lakes.

"5th.—In comparative immunity from spring frosts and summer droughts.

"6th.—In a very favourable distribution of clear and cloudy days, for the purposes of agriculture, and in the distribution of rain over many days.

"7th.—In its salubrity.

"The points in which the climate of Western Canada differs favourably from that of Great Britain and Ireland, are—

"1st.—In its high summer mean of temperature.

"2nd.—In its comparative dryness.

"3rd.—In the serenity of the sky."

The compiler having just spent a great portion of the winter of 1855-6, which has been considered unusually severe, in Lower Canada, can bear testimony to the delightful influences and healthful effects of a winter in Canada; having frequently experienced a much warmer and more comfortable feeling in the clear, dry, bracing atmosphere of Quebec, with the thermometer at 12° below zero, than in the damp, chilling, searching atmosphere of England, at 15° or 20° above.

The following favourable testimony as to the general salubrity of the climate is taken from the Colonization Circular issued by the Emigration Commissioners in April last :—

*Canada East.*—The climate of Canada East, like that of the Lower Provinces, is unquestionably the most healthy in North America.

Disease is unknown among the usual population, except that caused by inequality of diet or imprudent exposure to atmospheric changes. The extreme dryness of the air is shown by the roofs of the houses (which are covered with tin) remaining so long bright, and by a charge of powder remaining for weeks uncaked in a gun.

It is supposed that the long winter is unfavourable to agricultural operations; and though the period during which ploughing may be carried on is shorter than in more favoured climes, yet there are many compensating advantages in the excellence of the snow roads, and the great facilities afforded thereby in conveying produce to market, in drawing manure, and hauling out wood from the forest.

If the real excellence of a climate depends upon the earth yielding in perfection and abundance the necessaries of life, or those which constitute the principle articles of food for man and the domestic animals, then Canada East may compare favourably with any part of the world. The

steadiness and uniformity of the summer heat causes all grains and fruits to mature well and with certainty.

*Canada West.*—In a country of such vast extent as Upper Canada, the climate varies materially. Throughout the agricultural or settled part of it along the St. Lawrence and the lakes, and which extends from 50 to 100 miles in depth, the winter may be said to commence early in December. Snow usually falls in sufficient quantities in the eastern section of this range to afford good sleighing about the middle of that month, and to continue with trifling exceptions, until the middle of March. In the western section, although we have occasionally heavy falls of snow, we are subject to frequent thaws, and sleighing cannot be depended upon except in the interior at a distance from the lakes. On the cleared lands the snow generally disappears about the middle of March, and the sowing of seed for the spring crops begins early in April and ends about the 10th of May. Ripe wild strawberries in abundance may be had by the last of June, and green peas and new potatoes are brought into market about the same time. In the southern parts the harvest commences about the last of July, and becomes general about the first week in August. The fall sowing of wheat and rye begins and should end in the month of September, as grain sown at a later period seldom does well. The weather during the fall months is generally remarkably pleasant except in November, during a part of which the climate resembles that of England during the same period.

The prevailing winds of Canada are the south-west, the north-east, and north-west. The S.W., the most prevalent wind, is generally moderate with clear skies. The N.E. is generally damp and chilly, and brings continued rains in summer and early autumn; and the N.W., which is most frequent in winter, is dry, cold and elastic. East winds are usually accompanied by heavy storms and falls of snow. The south-east wind is soft and rainy. The wind blows less frequently from the west and south, and still more seldom from due north. In conclusion I would merely re-echo the remark of Mr. Warburton, in his excellent work entitled "*Hochelaga*," that to people naturally healthy the climate will be found healthy too, but to the rheumatic, consumptive, and feeble, it is a severe trial; and it has been remarked, that a great number of children die in infancy.

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## RAILWAYS.\*

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As successful and safe navigation of the St. Lawrence, the great lakes and the canals, can only be carried on during the summer, or for about seven months in the year, and as it is especially important that there should be means of speedy communication between the seaboard and the different inland portions of the country, during the winter months, I will proceed to give a brief account of the railways of the country, and the system as intended to be adopted in their completion. Under the broad and comprehensive policy of the Canadian Government in promoting railway communication, and owing to the extension of public aid and the enterprise of those directly connected with their construction, the provincial railways have made great progress, and now form perhaps the most interesting feature of internal improvement in the country. "The vast advantages which would accrue to the country by a complete railway system, embracing not only the main line from east to west, but also the internal branches needful for the full development of the resources of the province must be, and are patent to the mind of every Canadian—affording, as such a system does, a market at the barn door of every farmer, at all seasons of the year, making Canada the highway from Europe to the Western States, enhancing the value of real estate to a large extent, causing the settlement of waste lands, and doing more to raise Canada to a proud position among the nations of the earth, than any other line of policy could possibly do."†

By the close of this year (1856) it has been estimated that Canada will have about 2,000 miles of railroad fully equipped, which will cost her about £18,000,000 sterling. Large as this sum may appear, it sinks into insignificance when considered in connection with the yet undeveloped wealth and almost infinite resources of the magnificent country which the railways open up to industrious labour.

The advances have been limited to one-half the amount expended on the works, and the whole stock and resources of the railways

\* Some of the railways described in the following sketch have been lately extended, but owing to various causes I have been unable to get returns to enable me to make it complete.

† Extract from the letter of Benjamin Holmes, Esq., Vice President of the Grand Trunk Railway Company, to the Canadian Legislature.

are pledged for the ultimate redemption of these advances, and for interest upon them in the meantime. Considering the serious impediments which the peculiar topography of the country, the severity of the climate, and paucity of population which the whole country, but more particularly Lower Canada, presents to the construction of railways, it is really surprising how so much has been done in so short a time. So far everything has been against them, but the benefits of this route from the seaboard westward through the British Provinces are beginning to be appreciated, and the enterprise of their projectors will, as the country becomes settled, no doubt be amply rewarded. It is here worthy of remark, that the Canadian Legislature evinces a feeling decidedly adverse to the encouragement of competing lines, under a conviction that in a new, and comparatively sparsely settled country like Canada, competition between railroads cannot but be injurious. Thus far there are three great partially completed lines in Canada, suggested by and accommodated to strongly marked natural divisions of the country, to which the others will prove tributaries or feeders. These are the Grand Trunk, the Great Western, and the Ottawa Valley Railway. I propose to give a short sketch of each road, and the connections which each, when completed, is intended to make with the lines running into the adjoining states.

The longest, oldest, and most important of these is the Grand Trunk Railway, the prospectus of which was first issued in London, in April, 1853, and which, when completed, will be one of the largest railways in the world. Although most of the stock is owned in England, it is to some extent a provincial enterprise, the Province of Canada having a large monied interest in it, and being represented at its board of management by directors named by the Government. It is a large and comprehensive scheme, and overcomes one of the great natural disadvantages of the country, viz., the closing of navigation during the winter. Its total length is 1,112 miles; and when finished it will extend from Portland, in Maine, to its intended terminus at Port Sarnia, on Lake Huron, where the roads now in course of construction will place it in connection with Iowa, Minnesota, and other new and growing states and territories to the west and north-west. Its influence on the course of trade from the Great West to the ocean will be great and lasting. It has already diverted a large portion of the trade which previously flowed through other channels in the United States; and its receipts in the second year of its existence were as great as those of the Great Western Railway of Massachusetts after it had been nearly five years in operation, the cost of the two being about equal. Five hundred and fifty-seven miles of this line are

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now in successful operation ; 292 from Portland, *via* Richmond, to Longueuil, opposite Montreal ; 100 from the Richmond Junction to Point Levi, opposite Quebec ; 125 from Montreal westward, through Cornwall and Prescott to Brockville, and 40 miles of the Quebec and Trois Pistoles branch to St. Thomas, which was opened on the 1st of December, 1855.

"The middle section, from Brockville to Belleville," writes Mr. Ross, the chief engineer of the road, under date September, 1855, "is throughout its entire length in active progress ; all the masonry including the principal station buildings, I have every reason to believe will be completed this season ; the remaining 113 miles, extending to Toronto, have not hitherto been proceeded with so extensively as those already referred to, excepting for 40 miles eastward from Toronto. The works of the western section, from Toronto to Stratford (96 miles), are fast drawing to a close. As regards the works upon this section, in point of quality they will vie with any to be found on this continent. Beyond Stratford, for a distance of 12 miles, to St. Mary's, a considerable amount of work has been done in the masonry and grading, and very little beyond providing materials for and laying the permanent way, remain to complete this extension, which brings us to the point it will be necessary to determine, the route by which we will reach Sarnia ; and as so much of the success of the whole project will depend upon its western terminus on Lake Huron, it is in every point of view desirable that no time should be lost in determining upon the plan to be pursued. If a junction with the Great Western at London be adopted, its accomplishment will be of speedy execution, and the interests of the line cannot suffer materially by the short delay necessary for this object." When finished, this railway will present an uninterrupted line from Portland to Michigan, and the distance by this route is 50 miles less than from New York, has a uniform gauge throughout, and will probably be much the cheapest route. So long, however, as the connection, by means of the Victoria Bridge, over the St. Lawrence, at Montreal, remains incomplete, the exhaustless traffic between Europe and the Great West, legitimately belonging to the Grand Trunk Railway, will be entirely shut out, and consequently the longer will the receipts of the road continue to fall far short of the original estimates formed.

In this connection, I will quote the concluding sentence of Mr. Robert Stephenson's report to the board of directors, made in May, 1854. He says, "In short, I cannot conceive anything so fatal to the satisfactory development of the Grand Trunk Railway, as the postponement of the bridge across the river at Montreal. The line

cannot, in my opinion, fulfil its object of being the high road for Canadian produce, until this work is completed; and looking at the enormous extent of rich and prosperous country which the system intersects, and at the amount of capital which has already been, or is in progress of being expended, there is, in my opinion, no room for question as to the expediency, indeed, the absolute necessity of this bridge."

A railway is now under contract, which, commencing at Fort Huron, may fairly be considered a continuation of the Grand Trunk Railway. It crosses northern Michigan to Grand Haven on Lake Michigan, thence there is a steamer to Milwaukee, and thence a railway to Prairie du chien, on the Mississippi. From Portland to this point, the distance throughout is only 1,200 miles, and with the magnificent water communication of the St. Lawrence and the great lakes, must attract through Canada a large portion of the immigration into the Western States. At Belleville and Peterboro there is a branch of 55 miles, upon which, as well as upon the continuation from St. Thomas to Trois Pistoles, and 80 miles from Stratford to Sarnia, it has been thought advisable to suspend operations for the present. The latter portion has been suspended till the Grand Trunk and Great Western Companies can arrange terms, so as to prevent competing lines to Sarnia.

Next in importance is the Great Western Railway of Canada. This line, like the majority of similar enterprises in the Upper Province, has been carried on to successful operation by surprising local energy. Passing through the very garden of Upper Canada, and being the connecting link between the New York Roads, which terminate at the Niagara Suspension Bridge and the Michigan Central Railroad, to Chicago and the west, its success was never problematical; and now that the difficulties incident to getting into complete operation an undertaking of such magnitude in a new country are overcome, its future prosperity must be even greater than its past.

It extends from Windsor on the Canadian side of the Detroit River to the Suspension Bridge at Niagara, a distance of 229 miles; which, with a branch road of 38 miles from Hamilton to Toronto, opened on 3rd December, 1855, and about 4 miles of the Galt and Guelph Railroad now open to Preston, makes a total of 271 miles now in successful operation. The surveys of the entire line were completed, and the work placed under contract and commenced in 1847, but unexpected difficulties caused a suspension of operations until 1850; when, having obtained from the Legislature the further privileges of the guarantee of the province for the interest of one half of the cost of the road, and authority to municipalities to sub-

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scribe for and hold stock, the Company thus encouraged were able to resume operations, and the road was completed in the latter part of 1853, at a cost of £12,000,000.

The time elapsed since its completion, though short, has fully proved that the two great objects the Company sought to achieve have been fully accomplished—first, it has helped to establish between the east and west a continuous thoroughfare, easy, economical, and expeditious, and at the same time available at all seasons of the year—a consummation for ever impossible to Upper Lake Navigation ; and, secondly, it has opened to a broad and productive tract of country, the markets whose previous inaccessibility had well nigh proved a set off to the fertility of the soil. I need hardly add that since its completion this road has enjoyed a success far exceeding the most sanguine expectations of its projectors, and scarcely paralleled in the railroad history of the world. Indeed, so rapid has been the settlement of the country adjacent to the road and the consequent increase of its business, that the facilities at the command of the Company have frequently been found quite unequal to its demands, and large quantities of produce and merchandise have frequently accumulated at both ends of the line, from the inadequacy of the means of transit. The following statements of the progressive traffic of this railway during the two years ending 31st January last, taken from the fourth half-yearly report, cannot fail to give satisfactory evidence of the rapid development of the country and the sources whence the Company's present prosperous condition is derived, and also serve as a guide to the probable increase for the future.

#### Passenger Traffic.

Half-years ending	Local.		Foreign.		Total.	
	No.	Amount.	No.	Amount.	No.	Amount.
31st July, 1854 .....	155,191	£59,962	55,787	£58,724	210,928	£118,686
31st January, 1855 ..	191,757	66,928	77,826	76,458	269,583	143,386
31st July, 1855 .....	198,996	60,832	89,435	104,068	288,431	170,901
31st January, 1856 ..	273,968	93,128	101,644	119,221	375,607	212,249

#### Freight and Live Stock Traffic.

Half-years ending	Freight.		Live Stock.		Total.	
	Local.	Foreign.	Local.	Foreign.	Freight.	Live Stock
31st July, 1854 .....	£18,966	£11,227	£777	£249	£20,193	£1,227
31st January, 1855 ..	36,349	12,401	1,332	1,250	48,750	2,585
31st July, 1855 .....	40,969	29,844	1,017	6,462	70,813	7,479
31st January, 1856 ..	61,372	34,666	3,040	18,488	96,038	21,476

The receipts during the half-year have reached an average of £12,037 per week, or £49, 16s. per mile per week, taking the average of the mileage open during the half-year.

The third great artery of railway communication in Canada, is the Ottawa Valley Railway. Unlike the two former, which run east and west, this has a north and south direction, from the city of Montreal, through the rich Valley of the Ottawa to Arnprior, at the mouth of the Madawaska River, where it intersects with the Brockville Branch of the Grand Trunk Railway. From Arnprior, the Brockville and Ottawa Railway will run parallel with the Ottawa river to the rising village of Pembroke, penetrating the heart of the great Ottawa Valley—a country of which few are in a position to form a competent estimate, and for which this noble line of railway will be the highway to Montreal and the ocean—while, when extended from Pembroke, a distance of 180 miles, to Lake Huron, as at no distant day it undoubtedly will be, it must prove one of the great channels of communication to Minnesota and the Great West; the distance from Montreal to the Georgian Bay being, by the Ottawa, about 400 miles, against 1000 by the St. Lawrence. With reference to this line, it may be remarked that it is possible that the time may come when this, the most favourable route, will be adopted for the construction of a railway from the Atlantic to the Pacific. The importance of such a line, as a means of shortening the travel to China and the East Indies, and as contributing to the development of the resources of an immense country, is very great and cannot be over estimated.

The other railways of Canada may be regarded as feeders to these three great lines, their direction being generally north and south, leading into those already named, which extend east and west almost throughout the entire extent of the province. They are as follow:—

The Ontario, Simcoe, and Huron Railway, running a distance of 96 miles from Toronto, the commercial metropolis of the western province, to Collingwood Harbour, at the south end of Georgian Bay; 63 miles of this important road were first opened early in 1853, and the whole was completed in the spring of 1855; since which time the returns show a steadily increasing business. Several first-class steamers are chartered to run during the season of navigation from Collingwood to Chicago, Greenbay, and all ports on Lake Michigan; also to Lake Superior.

The Hamilton and Toronto Railway, connecting the two important cities of Upper Canada, has been already mentioned, as leased by the Great Western Railway Company, and is now on the point of being amalgamated with the main line. It has been open about six months, and connects, at the latter city, with the Grand Trunk Line by a station common to both, as well as to the Ontario, Simcoe, and Huron Railway; which will prove, when the lines are completed, a great accommodation and saving of time to travellers.

The Buffalo, Brantford, and Goderich Railway, is 160 miles in length, and connects Buffalo and the State of New York with Lake Huron, saving, as compared with the water route by Lake Erie, and the Rivers Detroit and St. Clair, fully 400 miles. Eighty miles of this road are already in operation to Paris, on the Great Western Railway, which places Buffalo and Detroit within eight hours of each other, or about half the time it requires to go between those two cities on Lake Erie. The line will probably be opened to Stratford, where it will form a junction with the Grand Trunk, in the autumn of this year. Coming east, over the Great Western Railway, we find a short tributary running 28 miles from London to Port Stanley on Lake Erie, which will shortly be in operation.

Next is the Port Hope and Lindsay Railway, 36 miles long, and connecting the flourishing young town of Port Hope, on Lake Ontario, with the back country. Another tributary of the Grand Trunk Railway leaves the line at Coburg, a flourishing young town of about 6,000 inhabitants, situate on Lake Ontario, about 140 miles west of Brockville, which place it connects with Peterboro, a town of rising importance, 28 miles distant. This road was laid down by the inhabitants and municipality of Coburg, under a charter obtained in November, 1852. It was not opened before the spring of 1855, since which time there has been transported over it 18,705 tons, and 7,254 passengers, up to January of this year; the gross receipts for which amount to upwards of £27,000, or £60 per mile per week. Since the commencement of this year, the traffic has greatly increased.

At Prescott, 13 miles east of Brockville, and 112 west of Montreal, is the Bytown and Prescott, or, as it is now called, the Ottawa and Prescott Railway. Its course throughout its entire length of 50 miles is due north and south; its gauge differs from that of all other railways in Canada, except the Montreal and Lachine Road, which is only 9 miles long—that of the Ottawa and Prescott Railway being only 4 feet 8½ inches, while the provincial gauge is 5 feet 6 inches. This road joins the Grand Trunk at Prescott, having its terminus on the River St. Lawrence, opposite to that of the "Ogdensburg and Boston" route at Ogdensburg, in the State of New York. Since its opening in October, 1855, it has been doing a thriving business.

Nearest to Montreal, and having its terminus in that city, is the Montreal and Ottawa Railway, which may be considered the first link in the Great Ottawa Valley Line before spoken of. The total length of the line to Ottawa city is 120 miles, where it will connect with the line to Pembroke, which, together with the Ottawa River, will convey to the markets of the Old World the produce of a basin, 80,000 square miles in extent, abounding in forests of the finest timber, with rich land and great mineral wealth.

Of the St. Lawrence and Champlain, and Montreal and New York Railways, both of which have long been in operation, it is unnecessary here to speak in detail.

The Erie and Ontario is also an old Passenger line, 16 miles in length, connecting the village of Chippewa with the Great Western Railway at the Suspension Bridge.

The European and North American Railway, incorporated by act of local legislation, to connect St. John's, New Brunswick, with the railway system of the United States and Canada, runs from St. John's to Maine, United States, a distance of 114 miles.

The New Brunswick and Canada Railway and Land Company, according to their prospectus issued in February of this year, has been formed for the purpose of purchasing the railway and all the rights and privileges of the original St. Andrew's and Quebec Railroad Company, and for completing the first portion of the line to Woodstock, a distance from St. Andrew's of 90 miles. It is finished from St. Andrew's northward, about 25 miles, and it is estimated that 2 years, and a capital of £220,000, will be required to complete the line to Woodstock.

The promoters of the Lake Huron and Buffalo Railroad having entered into an agreement with the Buffalo, Brantford, and Goderich Railway for a lease of their line for seven years, a new Company has been formed in Canada, to take such lease and finish the works.

Such is a brief, and perhaps, imperfect sketch of the Canadian Railways, which have been pronounced by competent judges "to be equal to any railways in Europe, and superior to any on the American Continent."

## SUMMARY.

Grand Trunk	...	...	...	935
Great Western and branches	...	...	...	298
Ontario, Simcoe, and Huron	...	...	...	96
Buffalo, Brantford, and Goderich	...	...	...	160
London and Port Stanley	...	...	...	30
Port Hope and Lindsay	...	...	...	36
Coburg and Peterboro	...	...	...	28
Ottawa and Prescott	...	...	...	50
Montreal and Ottawa	...	...	...	120
Brockville and Ottawa and branches	...	...	...	130
Montreal and Lachine	...	...	...	9
Erie and Ontario	...	...	...	16
St. Lawrence and Champlain	...	...	...	49

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## MISCELLANEOUS.

It is my design to embrace, under this head, in as succinct a form as possible, such facts and figures as will help to illustrate the rapid growth of Canada, and at the same time serve as a guide to those who from lack of means and opportunity are unable to avail themselves of more extended information.

### POPULATION.

There is probably no part of the world equal in area to Canada that has advanced as rapidly in point of population. Up to 1829 the entire population of Canada was estimated at 696,000. Since that time the increase has been very great, and the official returns made in 1851-2 give 1,842,265 as the total population of the whole province, and it is now probably a little more than two millions and a-half.

As might be expected, from causes before adduced, Lower Canada does not increase in population in the same ratio as the Upper Province; having suffered, though perhaps to a less extent, from the same depopulating movement which is so apparent in many of the New England States of the American Union. The tide of emigration is ever setting westward, and many of the native Canadian and old country farmers, who a few years ago contentedly worked their small farms in the beautiful valley of the Lower St. Lawrence, now people the fine arable lands in the western section of the Upper Province.

In 1811 the population of Upper Canada was 77,000, and in 1851 it was 952,000, showing an increase in forty years of eleven hundred per cent. The difference in point of population between the two provinces is very small. The returns for 1851-2 were as follow: Canada West, males 499,067, females 452,937, total 952,004; Canada East, males 449,967, females 440,294, total 890,261, showing a difference of only 61,743 in favour of the Upper Province.

In Upper Canada the native born Canadians are  $\frac{1}{3}$  of the whole population, and the natives of Ireland are more than double the number from any other country. In Lower Canada the native

born Canadians are as eight to one of the entire population, and the natives of Ireland are four times more numerous than the natives of any other country. In Lower Canada there are very few Upper Canadians.

#### LAND.

As nine persons out of every ten emigrating to Canada or the United States do so with a view to bettering their condition, and as the acquisition of a city lot and house or a few acres of land is often the first important step in the accomplishment of their object, I will devote a short chapter to the prices of land in different sections of the province and the rules which regulate its purchase.

Land is as easily obtainable in Canada as in any other British colony. By a Provincial Act of 1841, since which time no new regulations have been issued, Crown lands are to be sold at a price to be from time to time fixed by the Governor in Council. The prices range from 1s. to 7s. 6d. in Lower Canada, and in Upper Canada from 4s. to 20s. per acre, according to their situation. In the former the purchase money is payable in five, and in the latter ten years. For lands enhanced in value by special circumstances, such extra price may be fixed as His Excellency, the Governor General, in Council may direct.

Actual occupation of the Crown lands must be immediate and continuous. Seldom more than 200 acres will be sold to any one person, a certain amount of which must be cleared by the settler. There are regularly appointed Government agents in every county, from whom the fullest information as to the price and quality of the land can be obtained.

Besides the public lands there are about 2,000,000 acres of improved and unimproved lands in the hands of private individuals, which are held at from 5s. to 45s. per acre.

The British American Land Company sell their land in Lower Canada at from 8s. to 12s. per acre, requiring interest only for the first four years, and then allowing four years for the payment of the principal; the emigrant thus gets a hundred acres of land by an annual payment of from £3 to £4, 10s.

The Canada Land Company also possess large tracts of land in various parts of the Upper Province, but principally on the south-east shore of Lake Huron. The price of their land varies from 10s. to £2 per acre, increasing as the settler approaches the Huron tract. Those who cannot purchase may lease the lands for ten years, paying ordinary interest, with the right of converting their leases into freehold at any time. Besides the valuable Huron tract, this Company possesses more than 300,000 acres of land in other counties.



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The cost of clearing waste lands in Canada West is stated at about 50s. per acre; the expense is however greater in the remote and unsettled districts, in consequence of the difficulty of procuring labourers. In the Lower Province the expense of clearing amounts to about 50s. sterling, varying with the nature of the soil and the quality of the wood. The only local charge is that of making roads and bridges.

The clearing of land is always to be understood as clearing, fencing, and leaving it ready for a crop in ten acre fields, the stumps and roots of the trees alone being left to encumber the operations of the farmer. Cleared lands in the best and oldest settled townships of Upper Canada, with good buildings, are worth from £10 to £15 per acre.

The average assessed value of all occupied land in Upper Canada, including uncultivated as well as cultivated, is about £3 per acre. In the Lower Province, according to the best estimate, it is about £2 per acre for cultivated land. The only charge on Crown lands is a tax which seldom exceeds 1d. per acre on cultivated, and 3-8ths of a penny currency on wild land.

In concluding this rather hasty article, I feel that I cannot do better than draw the attention of my readers to two or three passages taken from the excellent little manual, "Canada as it is," by the Rev. G. W. Warr, of Liverpool, who spent several years in Canada West. Although published in 1849, the lapse of time has not detracted one whit from the truthfulness of the remarks:—"Great caution is to be observed in land speculations, in building, or as they are termed, 'village lots.' The intrinsic worth of landed property must depend on a great variety of circumstances—such as its proximity to, or distance from a market, the nature of the soil, condition of the adjoining roads, kind and quality of the wood; and, though last in order, perhaps first in importance, its having springs or rivulets of water. The best description of soil is a mean between the light sand and heavy clay. Should the emigrant select the former, its porosity, and consequent poverty, will render it expensive to keep in condition, or else the crops will be exceedingly defective. Should he select the latter, in summer, he will find a heavy clay soil so completely caked upon the surface, as to make it a matter of difficulty to break up and prepare it for a winter crop; but, when his land has both qualities combined, he may be sure of a successful result to his enterprise."

The question has not unfrequently been put to me since my return to England, "What class of emigrants do you consider best suited to the present wants of Canada?" I have replied without hesitation, "Agriculturists before all others."

As this little book will no doubt find its way into the hands of many unable, until some time after their arrival in the New World, to purchase land or commence business on their own account, I have prepared the following chapter, from which they may learn the prospects which the labour market of Canada offers to their respective trades.

#### LABOUR AND WAGES.

Mr. Buchanan, the Government Immigrant Agent at Quebec, in his report of January 1856, writes:—"The labour market in Canada East is extremely slack, and but few, if any of the emigrants of the season of 1855 have remained, and that, so far as that section of the province is concerned, I do not look for any improvement during the summer of 1856. Fortunately the great field, Western Canada, presents more favourable prospects."

A. B. Hawke Esq., Agent for Western Canada, in his report, dated Toronto, 3rd January 1856, says:—"With reference to the prospects of employment for unskilled labourers, during the ensuing year, I would beg to observe that they are not so promising as I could desire. Many of our railroads are nearly completed, and the labourers that have been employed in their construction will have to seek employment elsewhere. For a short time this will cause a reduction of wages; but as soon as the surplus labourers scatter themselves throughout our wide spread and prosperous districts in the interior, they will assume their former state. As I do not anticipate any considerable addition to this class from emigration, I do not apprehend any difficulty in disposing of all emigrants in search of work who may come to this section of Canada. As to skilled labourers, in which class I include good farm servants, male and female, there is every prospect of their finding employment at good wages. Houses are being erected in almost every town, city and village in Upper Canada; and as the farmers have enjoyed a very unusual degree of prosperity for several years past, farm improvements, and extended, as well as superior cultivation, have become almost universal. I am therefore of opinion, that all mechanics, such as blacksmiths, wheelwrights, carpenters, masons, bricklayers, tailors, shoemakers, &c., as well as agricultural servants, who are likely to seek employment in Upper Canada in 1856, will be able to obtain it, and that farmers who know how to cultivate their own land will find farms suitable to their means, and if prudent and industrious, will be sure to succeed."

The wages of common labourers average about 5s. a day, while those of the artizan vary from 7s. to 12s. The wages of the agricultural labourers differ somewhat in the several sections of the

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province; but in all parts they are double, and in many districts they are treble, and even quadruple those in England. The following table, recently compiled, gives the average rate of wages throughout the colony:—

	Per Day.			Per Day.	
	s.	d.		s.	d.
Bricklayers ..	8	9 to 11	Shoemakers ..	5	0 to 6
Masons ..	8	9 .. 10	Upholsterers ..	6	3 .. 7
Stone-Cutters ..	6	3 .. 8	Coopers ..	3	0 .. 5
Joiners ..	6	3 .. 8	Farm-labourers (with bd.)	2	6 .. 3
Carpenters ..	6	3 .. 7	Day-labourers ..	3	0 .. 5
Tinsmiths ..	6	3 .. 6 10 $\frac{1}{2}$	Boys and Girls (12 to 14)	1	3 .. 1
Painters ..	6	3 .. 7	Dressmakers (with board)	1	6 .. 2
Grainers ..	7	6 .. 8	Railway-labourers ..	5	0 .. 6
Hatters ..	6	3 .. 8	Needle-women (with bd.)	1	3 .. 2
Printers (Compositors)	6	8 .. 7	Per Month.		
Printers (Pressmen) ..	7	6 .. 8	Servant-maids ..	15	0 to 25
Tailors (Male) ..	5	0 .. 6	Servant-boys ..	20	0 .. 35
Tailors (Female) ..	1	3 .. 2	Servant-men ..	50	0 .. 70

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There is at present an increased demand for bricklayers, stone masons, painters, plasterers, carpenters and joiners, cabinet makers, and coopers. Female servants of all kinds are also in slight demand.

In consequence of the great increase in the population of the Upper Province, and especially in and near the large towns and railway depôts, the prices of provisions are much higher now than a few years ago, but still all the necessaries of life, which are one of the principal items of expense in families, are cheaper than in England.

Board and lodgings in the outskirts of towns and in villages range from 12s. to 15s. per week; and a small house, rented by the year, from 4 to 6 dollars, or from 16s. to 24s. per month.

#### EMIGRATION.

As the advantages of emigration from the "monstrously monopolised" soil of Great Britain and Ireland are so generally known and acknowledged by the poorer and working classes of both countries, I will not waste valuable space in a repetition of them here.

In giving Canada the preference among England's colonies, the reasons for doing so may be briefly stated as follows. It is the nearest of our colonies, and the consequent cheapness of the voyage recommends it to all those who, with limited means of realising their wishes, are desirous of improving their condition by emigration.

With a healthy and bracing climate, a soil which produces all the crops usually raised in this country, land so cheap and easily attainable that every industrious man may become a freeholder, unsurpassed means of internal communication through its rivers and lakes, and a greater degree of security than can be enjoyed in any other British colony, it is a most eligible field for industry and enter-

prise. Nor should superior educational and religious advantages be reckoned among its least recommendations. Churches and chapels of every denomination are to be found even in the most remote localities. A national system of education extends its advantages over the whole colony; and private schools of a respectable character are to be met with in all the towns. The qualifications of an elector is the possession of a freehold of the annual value of 40s., which is easily attainable. Taxation is about 80 per cent. less than in Great Britain, and more equally apportioned. That these numerous and important advantages have not been overlooked on this side of the Atlantic, the following statement of the arrival of emigrants at the port of Quebec, from 1847 to 1854 inclusive, will abundantly prove.

In the years	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.
Natives of England and Wales....	28725	6034	8980	9837	9677	9276	9585	18175
"    Ireland .....	50360	16502	23126	17976	22381	15983	14417	16175
"    Scotland .....	3028	3086	4984	2879	7042	5477	4745	5446
"    B. W. A. Colonies .....		842	968	701	1106	1184	496	875
"    The Continent .....	7437	1395	436	849	870	7256	7456	11537
Total.....	90150	27939	38494	32292	41176	39076	36699	53183

Making a total, in eight years, of 359,009 souls. Of the emigration during the last year, 1854, 2,215 arrived on the Canadian line of steamers; and it is confidently believed that in a short time all those emigrating from the United Kingdom, and very many from the Continental States, will select this as the safest, cheapest, and best means of transit to Canada and the Western States.

A new line of steamers is about to be established between Liverpool and America, a company having been formed under the law of limited liability in Canada and this country, with a capital of £250,000, to run to Portland, in Maine, calling at Newfoundland and Halifax to land freight and passengers. The inhabitants of Newfoundland have memorialised Government to grant sufficient aid to enable the establishment of direct communication with England both ways, and the present undertaking is calculated opportunely to supply the requirement. It is intended to commence with two powerful vessels of about 2,000 tons measurement, possessing, besides large cargo space, accommodation for three classes of passengers. The first is intended to leave Liverpool about the 1st of August.

The excellency of the route, as regards salubrity, is abundantly demonstrated by the fact, that the total number of deaths during the season of 1854, which was also unusually sickly, was less than 1 per cent.

The following list of Government Emigration Officers in the United Kingdom and in the Colonies, will be found useful.

### Government Emigration Officers in the United Kingdom.

Com. Lean, R.N., .. .. .	Assistants, {	London (Office,
J. T. Forster, Esq., R.N., .. .. .		70, Lower Thames Street
Com. Westbrook, R.N., .. .. .		
Lieut. Barnard, R.N., .. .. .		
Lieut. Aldridge, R.N., .. .. .		
Capt. Schomberg, R.N., .. .. .		
Lieut. Prior, R.N., .. .. .		
Com. Higgins, R.N., .. .. .	Assistants, {	Liverpool (Office, Stanley
Lieut. Bouchier, R.N., .. .. .		Buildings, Bath Street).
Com. Stewart, R.N., .. .. .		
R. Evatt, Esq., .. .. .		
E. A. Smith, Esq., R.N., Southampton.		
Capt. Patey, R.N., Plymouth.		
Capt. Frere, R.N., Glasgow & Greenock.		
Capt. Kerr, R.N., Dublin.		
Capt. Dyer, R.N., Belfast.		
Com. Keele, R.N., Londonderry.		
		Com. Stoll, R.N., <i>Sillo, Donegal, Ballina, &amp;c.</i>
		Com. Ellis, R.N., <i>Limerick, &amp;c.</i>
		Lieut. Hay, R.N., <i>Tralee.</i>
		Com. De Courcy, R.N., <i>Kirk, &amp;c.</i>
		Com. Burton, R.N., <i>Waterford &amp; New Ross.</i>
		Lieut. Sanders, R.N., <i>Galway.</i>

These Officers act under the immediate direction of the Emigration Commissioners and the following is a summary of their duties:—

They procure and give gratuitously information as to the sailing of ships and means of accommodation for emigrants; and whenever applied to for that purpose, they see that all agreements between shipowners, agents, or masters, and intending emigrants are duly performed. They also see that the provisions of the Passengers' Act are strictly complied with, viz.:—that passenger-vessels are sea-worthy, that they have on board a sufficient supply of provisions, water, medicines, &c., and that they sail with proper punctuality.

They attend personally at their offices on every week day, and afford gratuitously all the assistance in their power to protect intending emigrants against fraud and imposition, and to obtain redress where oppression or injury has been practised on them.

### Government Emigration Agents in the Colonies.

#### NORTH AMERICAN COLONIES.

CANADA.	Quebec ..	A. C. Buchanan, Esq., .. .. .	Chief Agent for Eastern
	Montreal ..	Mr. Conlan, Sub E.A., .. .. .	(Lower) Canada.
	Toronto ..	A. B. Hawke, Esq., .. .. .	Chief Agent for Western
	Hamilton ..	T. C. Dixon, Esq., .. .. .	(Upper) Canada.
	St. John ..	M. H. Perley, Esq., .. .. .	
NEW BRUNSWICK.	St. Andrew's ..	T. McAirt, Esq., Assistant Emigrant Officer.	
	Chatham (Miramichi) ..	T. Jones, Assistant Emigrant Officer.	
	Bathurst ..		
	Dalhousie ..		
	Richibucto ..		
	Bahamas ..	John Pinder, Esq.	

In the other North American Colonies there are no Government Agents yet appointed.

#### HINTS TO EMIGRANTS—CHOICE OF A SHIP.

In this as in almost every thing else, the traveller will be guided by circumstances, and decide for himself. For those on business, wishing to make the trip as expeditiously as possible, and also all who have the money to spare, I would recommend as the most comfortable, quickest, and, in the end, the cheapest means of communication, one of the numerous boats belonging to the different steamship lines, of which there are three designed to trade between Montreal and Quebec in summer, and Portland, U.S. (with which Montreal is connected by the Grand Trunk Railway) and Liverpool in winter.

One of these lines, the Montreal Ocean Steam Ship Company, despatch a first-class screw steamer from Liverpool every fortnight, in which first and second cabin or steerage berths can be secured at very reasonable rates.\*

Those who cannot afford to pay the amount required to secure a steerage passage on board a steamship, which is generally about eight guineas, should take care and select a ship that is well ventilated, and one in which they are not required to cook for themselves, but are engaged to be supplied daily with enough of cooked provisions. In the Colonization Circular which I have before mentioned, and of which every emigrant who can read ought to have a copy, will be found copious abstracts of the Passengers' Act, which are well worthy a perusal.

#### COST OF PASSAGE.

This varies according to the demand for vessels. If ships are scarce and emigrants numerous, the price of passage rises daily; if, on the contrary, there are plenty of ships, and emigrants are scarce, the price of passage falls as the day of sailing advances, which is a principal reason why passengers in the same ship pay different prices. The following rates may be considered about the average range. By steamship to Quebec or Montreal, cabin passage is 18 guineas; including provisions, but not wines or liquors; forward berths, 15 guineas; steerage, for each person of twelve years and upwards, 8 guineas; children under seven years of age are charged half price in the steerage, and some of the lines I believe charge still less for those under that age. The cost of passage in private packet ships, from some of the principal ports of the United Kingdom to Quebec, is as follows:—

	CABIN.		INTERMEDIATE.				STEERAGE.			
	Cost, including Provisions.		Cost, with Provisions.		Cost, without Provisions.		Cost, with full Allowance of Provisions.		Cost, without Provisions, beyond the legal Allowance.	
	From	To	From	To	From	To	From	To	From	To
QUEBEC	London.....	£15 £20	£—	£12	£—	£—	£7 10s	£8	£5	£6
	Liverpool.....	14 —	—	—	—	—	—	—	3 10s.	4
	Ports in the Clyde	10 14	6	8	—	—	4 10s.	5 10s.	—	—
	Dublin.....	10 15	5	—	—	—	4 10s.	—	—	—
	Londonderry.....	10 —	—	—	—	4	—	—	—	—
	Sligo.....	10 —	4	4 10s.	—	—	3 15s.	5	3 5s.	4 10s.
	Cork.....	10 —	—	—	—	—	—	—	4	—
	Belfast.....	10 12	—	—	3 15s.	—	5	6	3 10s.	4

\* For further information as to this Company's line of boats, see Advertisement at the end



Children are computed according to the Passengers' Act—viz., children from one to twelve years of age, half the price of adults; under one, no charge. The Colonial tax on all passengers over fourteen years of age is 5s. currency, and 3s. 9d. currency for each person between one and fourteen, but which is always included in the passage money and paid by the master of the vessel. After the emigrant has chosen his ship he should, to avoid the imposition which is so largely practised at Liverpool and other large shipping ports, purchase his ticket himself at the offices of the agents of the ship, and keep it till the end of the voyage, as otherwise if the ship is prevented by any accident from reaching her destination, or if the passengers for any other reason are not landed at the place named in the tickets, he may have a difficulty in obtaining a return of his passage money, to which in that case he would by law be entitled. The emigrant must not fail to remember that personal cleanliness preserves health, and to provide a good supply of warm clothing, including flannel to be worn next the skin during the voyage.

It would also be well to ascertain that the vessel carries a medical officer.

Emigrants to New Brunswick, Prince Edward Island, or Nova Scotia, are particularly cautioned against taking passage to Quebec, as there are no regular means of conveyance from that port to any of the lower provinces. The charge of passage, by occasional trading schooners, is—to Miramichi, New Brunswick, 20s.; to Prince Edward Island, 25s.; to Halifax, Nova Scotia, 30s.; each adult without provisions. Length of passage, from 10 to 20 days. The route to St. John, New Brunswick, is by Grand Trunk Railway to Portland, thence by steamer to St. John, fare £2 sterling.

Travellers and emigrants should be equally careful not to encumber themselves with too much baggage, as it is a source of constant annoyance and expense. Almost all articles of wearing apparel are nearly as cheap in Canada and throughout the United States as in England. All baggage should be legibly marked with the name and destination of the owner upon it, with the addition of the word *below* upon all packages not required on the voyage. The addition of the words "*via* Quebec," in conspicuous characters, would save the emigrant a great many questions, always perplexing in a new country, and might possibly save him his baggage, as in case of its being lost in handling, it will remain in the Government warehouse at Quebec till called for.

The average length of passage to Quebec in the summer season, by screw steamer is 11 days,\* and by sailing vessel 40 days, and

\* The "North American" and the "Canadian" steam-ships, both belonging to the Montreal

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FEE.		Cost, without Provisions, beyond the legal Allowance.	
		From	To
		£5	£6
		3 10s.	4
		—	—
		—	—
		—	—
		3 5s.	4 10s.
		4	—
		3 10s.	4

ment at the end

the best period to arrive is early in May, so as to be in time to take advantage of the spring and summer work, and to get settled before the winter sets in.

In conclusion, persons residing in the country, who intend to sail in a steamship, are recommended to have their passages secured before finally leaving home for the port of embarkation, as by this means they need not start till one or two days before the sailing of the vessel, thereby avoiding the expense of having lodgings and storage, which might otherwise be incurred, and also the disappointment and delay which would arise from the ship's complement of passengers being made up before they arrive. I cannot better conclude this chapter than by quoting from the excellent little work by Vere Foster, a piece of advice which only those who like myself have travelled between the two countries a great deal can appreciate :—"How emigrants may secure good treatment for future passengers, more effectually than can be done by Acts of Parliament, whose regulations are easily evaded :—Whenever it happens, as is sometimes the case, that passengers have received the full allowance of provisions of good quality for which they have agreed and paid, and have been otherwise very well treated during the voyage, they should, in justice to the captain or other officers, before leaving the ship, express their thanks to them in a written address, have it published in the newspapers where they land (for which no charge will in general be made), and then post a few copies of those papers to the principal papers in the old country, and the same if they have been very ill-treated."

#### MONEY.

The best shape in which emigrants can take money to Canada or the United States, is in small draft or bill on some bank, or by letter of credit on the agent of the ship, at the port of destination, or by paying any surplus he may have before sailing into some well-established bank, and taking a certificate of deposit therefor, which, besides being convenient for carriage, always serves as a sort of passport to the emigrant, who, when he presents it for payment on the other side, will receive all necessary information as to his future route. For sums not exceeding £20, it is advisable to take English gold and silver, which is always current in Canada or any State of the Union at 4 dollars 84 cents for the pound sterling, and 22 cents for the shilling, sometimes more, sometimes less, according to the rates of exchange. As the difference in making change is always to the loss of the buyer, and not unfrequently very perplexing, I would strongly advise all those who have money, on their

Ocean Steamship Company, have made their first trips this season during strong gales of wind, and after being considerably delayed by ice, under 14 days.

arrival in Chicago, to proceed at once to the banking office of R. K. Swift & Co., corner of LaSalle and Randolph Streets, or some other respectable broker, and get their English money changed into United States' currency. A little practice will soon make the stranger proficient in keeping his accounts on the "Yankee" plan, or at least render him too wide awake to be easily imposed on.

The following tables will show the United States and Canadian values of English and other European money:—

Table of United States and Foreign Moneys.

UNITED STATES' MONEYS.			
		Fineness.	Weight. Value.
GOLD ....	Washington .. .. .	1000 *	516 grains 20 dollars.
	Eagle .. .. .	"	258 " 10 "
	Eagle .. .. .	"	129 " 5 "
	Dollar .. .. .	"	64.5 " 2½ "
SILVER ..	Dollar .. .. .	1000 †	412.5 " 100 cents.
	Dollar .. .. .	"	206.25 " 50 "
	Dollar .. .. .	"	103.125 " 25 "
	Dime .. .. .	"	41.25 " 10 "
COPPER ..	Dime .. .. .	"	20.625 " 5 "
	Cent .. .. .	pure	168 " 10 mills.
	Cent .. .. .	"	84 " 5 "

Accounts are kept in dollars, cents (c.), and mills (m.). The Spanish silver dollar and its parts (1-2s, 1-4ths, 1-8ths, and 1-16ths), and also those of Mexico and the South American republics, circulates at the same values as the U.S. dollar and its parts. The gold of Spain, Mexico, and the South American republics, has a legal value of 89.9 cents per dwt. In retail trade the dollar is variously divided in different states; in New York it is divided into shillings=12½ cents, and sixpences=6½ cents; in New England into shillings also, but the shilling there is 16 2-3 cents, and the New York shilling (which corresponds with the Spanish eighth) is ninepence, and so in proportion. In the Southern States the Spanish eighth is called a *bit*, and the sixteenth a *flip* or *picasunc*, and are taken as 10 and 5 cents. The greatest bulk of the circulating medium in the United States consists of notes of a dollar and upwards, issued by banks incorporated under the sanction of the individual States.

\* The alloy, silver and copper—the silver not to exceed one-half. † The alloy is copper. ‡ The *mill* is an imaginary coin, being the 1000th part of a dollar.

FOREIGN MONEYS,			
And their equivalents in United States' currency.			
GOLD COINS.			
	dol. cts.		dol. cts.
British Sovereign .. ..	4 84	Prussian 10 Thalers .. ..	7 82
" Guinea .. ..	5 00	Cologne Ducat .. ..	2 24½
French Napoleon .. ..	3 83	Danish Ducat .. ..	2 25
" Louis d'or .. ..	4 50	" Frederick d'or .. ..	3 90
Spanish Doubloon .. ..	15 93	Frankfort Ducat .. ..	2 26
" Patriot .. ..	15 00	Geneva Pistole (old) .. ..	3 95½
Portuguese Dobraon .. ..	34 00	" (new) .. ..	3 40½
" Crown .. ..	5 80	Russian Ruble .. ..	3 90
Holland Ducat .. ..	2 26	Italian Pistole .. ..	3 85
Austrian Ducat .. ..	2 28½		

\* See Advertisement at the end.

## Foreign Moneys—continued.

SILVER COINS,							
		dol.	cts.			dol.	cts.
British Crown .. .. .		1	15	Bremen 48 Grotes.. .. .		0	55
" Shilling .. .. .		0	23	" Rix Dollar .. .. .		0	78½
" Sixpence .. .. .		0	11	Hamburg .. .. .		1	08½
French Franc .. .. .		0	18½	Hanoverian .. .. .	(constitution)	1	08
Spanish Dollar .. .. .		1	03	Holland Florin .. .. .		0	40
" Pistareen: head 18—cross		0	16	Belgie .. .. .	(1790)	0	34½
Portuguese Crusado .. .. .		0	50	" .. .. .	(1816)	0	41½
Austrian Rix Dollar (1800) ..		0	99½	" Franc .. .. .		0	18½
" .. .. .	Hungary	1	01½	Prussian Rix Dollar (currency)		0	69
" Florin .. .. .		0	48½	" .. .. .	(convention)	1	01½
Bavarian Rix Dollar .. .. .		0	97	" Thaler .. .. .		0	69½
Brunswick .. .. .		1	00½	Russian Ruble .. .. .		0	73
Danish .. .. .	(Schleswig, &c.)	1	06	Saxony Rix Dollar (convention)		1	00½
" Specie Dollar .. .. .		1	05	" .. .. .	(Leipsic)	0	69
Swedish .. .. .		1	06	Sicilian Scudo .. .. .		0	97½
Swiss Ecu or .. .. .		1	01½				

Pound currency of British provinces in America—4 dollars.

Table for calculating the difference between Sterling Money and Canadian Currency.

One Pound Sterling equal to One Pound Four Shillings and Fourpence Currency.														
PENCE.			SHILLINGS.			POUNDS.			POUNDS.			POUNDS.		
Stg. d.	£	s. d.	Stg. s.	£	s. d.	Stg. £	£	s. d.	Stg. £	£	s. d.	Stg. £	£	s. d.
1	....	0 0 1½	15	....	0 13 3	21	....	25 11 0	51	....	62 1 0	81	....	98 11 0
2	....	0 0 2	16	....	0 19 5½	22	....	26 15 4	52	....	63 5 4	82	....	99 15 4
3	....	0 0 3½	17	....	1 0 8½	23	....	27 19 8	53	....	64 9 8	83	....	100 19 8
4	....	0 0 5	18	....	1 1 11½	24	....	29 4 0	54	....	65 14 0	84	....	102 4 0
5	....	0 0 6½	19	....	1 3 1½	25	....	30 8 4	55	....	66 18 4	85	....	103 8 4
6	....	0 0 7½	20	....	1 4 4	26	....	31 12 8	56	....	68 2 8	86	....	104 12 8
7	....	0 0 9				27	....	32 17 0	57	....	69 7 0	87	....	105 17 0
8	....	0 0 10				28	....	34 1 4	58	....	70 11 4	88	....	107 1 4
9	....	0 0 11½				29	....	35 5 8	59	....	71 15 8	89	....	108 5 8
10	....	0 1 0				30	....	36 10 0	60	....	73 0 0	90	....	109 10 0
11	....	0 1 1½				31	....	37 14 4	61	....	74 4 4	91	....	110 14 4
12	....	0 1 3				32	....	38 18 8	62	....	75 8 8	92	....	111 18 8
			2	....	2 8 8	33	....	40 3 0	63	....	76 13 0	93	....	113 3 0
			3	....	4 17 4	34	....	41 7 4	64	....	77 17 4	94	....	114 7 4
			4	....	6 1 8	35	....	42 11 8	65	....	79 1 8	95	....	115 11 8
			5	....	7 6 0	36	....	43 16 0	66	....	80 6 0	96	....	116 16 0
			6	....	8 10 4	37	....	45 0 4	67	....	81 10 4	97	....	118 0 4
			7	....	9 14 8	38	....	46 4 8	68	....	82 14 8	98	....	119 4 8
			8	....	10 19 0	39	....	47 9 0	69	....	83 19 0	99	....	120 9 0
			9	....	12 3 4	40	....	48 13 4	70	....	85 3 4	100	....	121 18 4
			10	....	13 7 8	41	....	49 17 8	71	....	86 7 8	200	....	243 6 8
			12	....	14 12 0	42	....	51 2 0	72	....	87 12 0	300	....	385 0 0
			13	....	15 16 4	43	....	52 6 4	73	....	88 16 4	400	....	486 18 4
			14	....	17 0 8	44	....	53 10 8	74	....	90 0 8	500	....	608 6 8
			15	....	18 5 0	45	....	54 15 0	75	....	91 5 0	600	....	730 0 0
			16	....	19 9 4	46	....	55 19 4	76	....	92 9 4	700	....	851 18 4
			17	....	20 13 8	47	....	57 3 8	77	....	93 13 8	800	....	973 6 8
			18	....	21 18 0	48	....	58 8 0	78	....	94 18 0	900	....	1095 0 0
			19	....	23 4 0	49	....	59 12 4	79	....	96 2 4	1000	....	1216 18 4
			20	....	24 6 8	50	....	60 16 8	80	....	97 6 8			



# Routes, Fares, &c., in Canada.

FROM HAMILTON TO THE WESTERN STATES,  
*By the Great Western Railroad.* The new short route to the West.  
 Trains leave Hamilton daily for Detroit, connecting at that City with the Michigan  
 Central Railroad for Chicago.

	Dis- tance.	Emigrant Train.		First Class Train.	
		Sterl.		Curren.	
		s. d.	s. d.	s. d.	s. d.
To Dundas..	6	0 6	0 7½	1 0	1 2
Flamboro ..	9	"	"	"	"
Paris ..	20	3 0	3 9	3 8	4 6
Woodstock ..	43	5 0	6 1	6 0	7 6
Ingersoll ..	47	6 0	7 4	7 0	8 7
London..	70	7 0	8 7	9 0	11 1
Eckford ..	96	9 0	11 1	14 0	17 2
Chatham ..	140	10 0	12 2	"	"
Windsor, Detroit, and Michigan ..	186	10 0	12 2	20 0	24 4
Chicago, Illinois ..	465	20 0	24 4	44 0	53 8
Milwaukie and Ports South on Lake } Michigan ..	549	22 0	26 10	56 0	68 2
Sheboygan ..	599	23 0	28 1	60 0	73 0
Galena ..	634	36 0	44 0	78 0	92 6
St. Louis, Missouri ..	649	40 0	48 8	84 0	102 4

Steamers leave Chicago daily for Milwaukie and all the other Ports on Lake Michigan.

Emigrants on arriving at Chicago, if proceeding further, will, on application to Mr. H. J. Spalding, Agent of the Michigan Central Railroad Company, or to me at the office of the City Directory, 189, Lake Street, cor. Wells, receive correct advice and direction as to route.

Passengers for the Western parts of the United States of New York, Ohio, Pennsylvania, and Indiana, must take the route *via* Buffalo.

## OTTAWA RIVER AND RIDEAU CANAL.

From Montreal to Bytown and Places on the Rideau Canal, by Steam every Evening.  
 By Robertson, Jones, and Co.'s Line.

		Deck Passengers.				
		Distance.	Sterling.		Currency.	
From Montreal to Carillon .. ..		Miles.	s.		s.	d.
"	" Grenville .. ..	54	2		2	6
"	" L'Orignal .. ..	66	3		3	9
"	" Bytown .. ..	73	3		3	9
"	" Kemptville .. ..	129	4		5	0
"	" Merrickville .. ..	167	6		7	
"	" Smith's Falls .. ..	175				
"	" Oliver's Ferry .. ..	190				
"	" Isthmus .. ..	199				
"	" Jones' Falls .. ..	216				
"	" Kingston .. ..	226				
		258				

Passengers proceeding to Perth, Lanark, or any of the adjoining settlements, should land at Oliver's Ferry, 7 miles from Perth.



## Route to the

## EASTERN PARTS OF THE UNITED STATES.

Emigrants at Montreal proceeding to any of the following States of the American Union—viz., Maine, New Hampshire, Massachusetts, Connecticut, Vermont, New York, and Pennsylvania,

By the Champlain and St. Lawrence Railroad Company.—Mr. W. A. Merry, Secretary.

Office opposite the Steamboat Landing, Montreal.

ES,  
the West.  
with the Michigan

Fare.	First Class Train.			
	Sterl.		Curren.	
d.	s.	d.	s.	d.
7½	1	0	1	3
0	3	3	4	6
1	0	0	7	0
4	7	0	8	7
7	9	0	11	1
1	14	0	17	2
2				
2	20	0	24	4
4	44	0	53	8
10	56	0	68	2
0	60	0	73	0
0	76	0	92	6
8	84	0	102	4

	Emigration Train.		
	Miles.	Sterling.	Currency.
From Montreal to Burlington..	90	8	9 10
" " Whitehall ..	180	12	14 8
" " Troy ..	250	18	22 0
" " New York ..	406	19	23 3
" " Boston..	324	26	13 8

Trains of the above Company leave Montreal daily.

From Toronto, Steamers leave daily for Port Credit, 15 miles; Oakville, 25 miles; Wellington Square, 37 miles; Hamilton, 43 miles; also Port Dalhousie, on the entrance of the Welland Canal, Niagara, Queenston, and Lewiston. Passage, 3s. 9d.

Steamers leave Kingston daily for the Bay of Quinte and the River Trent, calling at Pictou, Adolphustown, Belleville, and other landing places in the Bay.

on Lake Michigan.

application to Mr. H. J.  
at the office of the City  
direction as to route.

York, Ohio, Pennsyl-

## TO NEW BRUNSWICK.

The best and most expeditious route is by the Grand Trunk Railroad direct from Quebec, through the eastern townships, via Sherbrooke to Portland, thence by steamer, which leaves for St. John, New Brunswick, every Monday and Wednesday evening, at 8 o'clock.

	Miles.	Sterling.	Currency.
From Quebec to Boston ..	420	24	20 d.
" " Portland, by railroad	320	20	24 4
" " Portland to St. John, by steamer	300	20	24 4
" " St. Andrews ..	310	16	19 6

Freight Steamers leave Montreal daily for Kingston, Toronto, and Hamilton.

Passage to Kingston .. .. . 6s. ster. 7-4s. cur.

" Toronto and Hamilton .. .. . 10s. ,, 12-2s. ,,

Throughout these passages, children under 12 years of age are charged half price, and those under 3 years are free.

Passengers by steamers from Quebec to Hamilton, luggage free; if by railroads, 100 lbs. are allowed to each passenger; all over that quantity will be charged.

Steam every Evening.

Fare.	Currency.	
	s.	d.
	2	6
	3	9
	3	9
	5	0
7		

	Miles.	Fare in Dollars.
Quebec to Hamilton, by steamers ..	590	4.75
Hamilton to Detroit, Great Western Railroad ..	166	2.50
Detroit to Chicago, Michigan Central Railroad ..	274	2.50
Total distance, 1,054 miles—time 5 days. ..		

Fare through to Chicago, First class, 23 dollars; Second class, 9 dollars 75 cents.

Through tickets can be obtained at Mr. Buchanan's office in Quebec.

ing settlements, should

## Table of Distances.

DISTANCE FROM QUEBEC TO MONTREAL.

*By Rail 168 Miles, by River 180 Miles.*

From Montreal.	Miles.	From Montreal	Miles.
To Cornwall .. .. .	78	To London .. .. .	486
Prescott .. .. .	127	Eckford .. .. .	506
Brockville .. .. .	139	Chatham .. .. .	550
Kingston .. .. .	189	Windsor, Detroit, & Michigan	596
Coburg.. .. .	292	Chicago, Illinois .. .. .	875
Port Hope .. .. .	298	Carillon .. .. .	54
Bond Head .. .. .	313	Grenville .. .. .	66
Darlington .. .. .	317	L'Original .. .. .	73
Whitby.. .. .	337	Bytown.. .. .	129
Toronto .. .. .	367	Kemptville .. .. .	167
Hamilton .. .. .	410	Merrickville .. .. .	175
Dundas.. .. .	416	Smith's Falls .. .. .	100
Flamboro' .. .. .	419	Oliver's Ferry.. .. .	199
Paris .. .. .	430	Isthmus .. .. .	216
Woodstock .. .. .	458	Jones' Falls .. .. .	226
Ingersoll .. .. .	467	Kingston .. .. .	258

*Passengers for the Eastern Townships will take Tickets for Sherbrooke—distance from Quebec 134 Miles.*

When the middle section of the Grand Trunk Railway, extending from Montreal West, to Toronto, a distance of 204 miles, is finished—and its completion is fully expected early in the coming year—there will be a continuous line of rail, excepting across the Rivers St. Lawrence and Detroit, from Portland or Quebec to the Mississippi River; so that travellers bound to the Far West can choose between a continuous steamboat or railroad route; the former being as cheap and pleasant for the poor emigrant, during the extreme heat of summer, as the latter is indispensable and expeditious for the traveller or business man, during the frost and snow of winter.

The following are the steamboat and railroad fares from Montreal to Chicago:—

From	To	Steam Boat.		Railroad.	
		Cabin.	Steerage.	1st Class.	Emigrant.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Montreal .. ..	Kingston .. ..	1 0 10	0 8 4	..	..
" .. ..	Toronto .. ..	1 17 6	0 16 8	..	..
" .. ..	Hamilton .. ..	1 19 7	0 16 8	..	..
" .. ..	Detroit .. ..	..	..	3 0 5	1 7 1
" .. ..	Chicago .. ..	..	..	4 7 6	1 17 6

Steamboat fare, from Liverpool to Chicago, first cabin, may fairly be estimated at about twenty-two guineas, including provisions; and steerage passage at about ten guineas, exclusive of provisions. Emigrants are taken from the steamships at Quebec or Montreal free of all charges of wharfage or cartage.

	Miles.
.. ..	486
.. ..	506
.. ..	550
Michigan	596
.. ..	875
.. ..	54
.. ..	66
.. ..	73
.. ..	129
.. ..	157
.. ..	175
.. ..	190
.. ..	199
.. ..	216
.. ..	226
.. ..	258

Distance from Quebec

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Class.	Emigrant.
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## CHICAGO, AND THE GREAT WEST.

I WILL now suppose the traveller or emigrant to have arrived safely by the Michigan Central Railroad, or by steamboat round the lakes, in the "garden city" of the West, as Chicago has not inappropriately been called. This is now the great "half-way house" between the East and the West, and the centre from which radiate all the great lines of communication, spreading for thousands of miles to the west, south, and north.

I would strongly advise all emigrants, and especially those with families, who must be already weary with the long journey, and have yet another to take before they reach their destination, to wait a few days in Chicago, both to recruit themselves after their long confinement on board ship, and also to obtain reliable information as to the best sections of the country, and the most direct and cheapest route to reach them. If caution on the part of the emigrant was necessary in Liverpool, and other ports on the other side, its exercise is indispensable from the moment he sets his foot in his adopted country. Here the poor emigrant will find himself literally dumped down upon wharves and docks, 4,500 miles from home, without the protecting aid of efficient immigrant officers, to be fleeced and worried by wolves in human shape, who, under the disguise of old country friends, forwarding agents, immigrant agents, hotel and boarding-house keepers, licensed hackmen, and responsible guides of all sorts, infest the docks and railway stations from day to day, bent only on their fiendish work of seduction and robbery. They are of a very ambiguous character, ever ready to set aside their ostensible calling, if, in fact, they have any at all, to oblige a "friend." But be not deceived by their frank off-hand manner, and ready tongue; they have but one aim in their proffered assistance, and that is, spider like, to fatten themselves upon every victim that they can draw within their net. The most painful feature in this infamous system is, that these harpies are themselves generally old countrymen, who having first been duped on their arrival by older and more consummate scoundrels than themselves, now take a hellish delight in turning the tables upon

their poorer countrymen, who frequently mistaking them for what they really seem, the more readily become the victims of their cold blooded cruelty and avarice. Their name is legion. Avoid them as you would the plague. Seek the advice of the regularly appointed railroad agents, who are always at their offices ready to give information to all presenting themselves, and you will then not only have the consolation of knowing that you have saved your money, time, and temper, but also that you have helped to rid society of one of its greatest pests.

I would especially warn all, except the better class of mechanics, and even those, if men of families, against staying too long in the city. Such has been the influx of immigration to Chicago, and other western cities, of late, and the inclination amongst labourers, and indeed all classes of emigrants, to hang about them till something turned up, that they have become greatly overstocked. Three or four days spent in Chicago, which will cost the emigrant from two to four dollars, according to the kind of lodging he has chosen, will suffice to show him what his chances are for securing employment; and should they not be such as to warrant the renting of a small house in the outskirts of the town, or a more permanent settlement, he had better at once select some one of the many rising towns and villages in Illinois, Iowa, or Wisconsin, easily accessible from Chicago by railway, and move there before his means are all expended. Below will be found a list of the different officers to whom application may be made by those requiring information and assistance; of the respectable hotels and lodging-houses, with the prices of board and lodging; extracts from City Ordinance, with regard to cab and hack fares; routes, distances, and fares on railroads, &c., &c., &c. I can only say, in closing, that I would like to have included in this necessarily hasty and imperfect sketch other important suggestions, adding materially to its usefulness as a guide, but which my prescribed limits forbid; and that I shall be glad on my return to Chicago in September, to meet any immigrant who may think fit to call upon me, and to assist him by giving him such further information as, from want of space, is denied him here.

**Banking and Exchange Office of R. K. Swift and Co., corner of LaSalle and Randolph Streets.\***

**Land (U.S.) Office, 9, Metropolitan Buildings.**

**Land City Lots, &c., N. P. Iglehart and Co., Met. Bldgs.**

**City Physician, I. P. Lynn; Office, 8, Clark Street.**

**City Health Officer, George P. Hanson; Office, 88, Randolph Street.**

**City Sexton and Undertaker, G. W. Hunt; Residence, 249, Madison Street.**

\* See Advertisement at end.

## HOTELS.

Chicago is famous for the number and excellence of her hotels. The "Briggs," "Tremont," and "Sherman," are amongst the best. Fares, 2 dollars, or 8s. 4d. sterling, per day, including attendance. The "Young America," and "Martins," are conducted on the European plan, in a style unsurpassed by any house in the country.

The "American," "Clarendon," "City," and "St. Nicholas" Hotels, and the Lake House—the two last mentioned having been recently fitted up—have commodious airy rooms, and well furnished tables, at 1 dollar 50 cents per day.

Besides these, there are several good houses in different parts of the city, accessible to all the railway stations and steamboat landings, where comfortable clean beds and wholesome food can be obtained for 1 dollar per day.

Persons applying for accommodation at the latter class of houses would do well, I think, to make an agreement with regard to price before hand, as the *one dollar a day* will frequently be found to have no other existence than that upon the bills which are generously distributed at the stations to induce travellers to their houses.

Immigrants should be especially careful not to display money, or other valuables which they may have with them, as gangs of sharpers and pickpockets are always hovering round hotels, boarding houses, and places of amusement, ready to prey upon the unwary.

Fruits and green vegetables of all kinds, of which there are large quantities exposed for sale during the summer season, should be avoided altogether, or else eaten very sparingly, as they induce diarrhoea. The less water, especially if it be *iced*, that is taken the better, as it relaxes the system in the intense heats of July, August, and September, and induces diseases, which perhaps appear trifling at first, but which often terminate fatally.

The extracts from the City Ordinance, with regard to cabs, hacks, &c., are as follow (the prices to be regulated and estimated by the most direct routes), namely—

1. For conveying passengers any distance not exceeding one mile, ... .. 30 cents.  
For every additional passenger of the same family or party ... .. 15 "
2. For conveying a passenger any distance exceeding a mile, and within city limits, ... .. 50 "  
For every additional passenger of the same family or party ... .. 25 "
3. For conveying children between five and fourteen years of age, half of the above prices may be charged for the like distances; but for children under five years, no charge shall be made.

## RAILROADS.

The railroads centering in Chicago are the Galena and Chicago Union; Illinois Central; Chicago and Rock Island; Dixon and Iowa Central; Chicago, Alton, and St. Louis; Chicago, Burlington, and Quincy; Chicago and Milwaukee; Chicago, St. Paul, and Fond du lac; Michigan Central, and Michigan Southern—the two last of which, already spoken of, run eastward through the State of Michigan to Detroit and Toledo.

**GALENA AND CHICAGO UNION.**—This is the parent of railroads in Northern Illinois. It runs directly west from Chicago, a distance of 121 miles, to Freeport, which was first opened on 1st September, 1854, and where it connects with the Illinois Central Railroad to Galena and Dubuque on the Upper Mississippi River. During the season of navigation a line of steamboats runs from both these places up the Mississippi as far as St. Paul, Minnesota. A line of stages and steamboats on the Mississippi, above the Falls of St. Anthony, connects St. Paul with the Upper Country—fares variable. Depot and Ticket Office, N.W. Corner of Wells and N. Water Streets. W. M. Larrabee, Secretary.

Chicago to	Dist.	Fare.	Chicago to	Dist.	Fare.
Oak Ridge .. ..	8	25	Apple River .. ..	151	4.55
Cottage Hill .. ..	16	50	Scales Mound .. ..	159	4.80
Babcock's Grove .. ..	20	60	Council Hill .. ..	164	4.95
Danby .. ..	22½	65	Galena .. ..	171	5.15
Wheaton .. ..	25	75	<i>Beloit and Madison—</i>		
Winfield .. ..	27½	80	Caledonia .. ..	86	2.80
Junction .. ..	30	90	Roscoe .. ..	93	2.80
Wayne .. ..	35	1.05	Beloit .. ..	98	3.00
Clinton .. ..	39	1.20	Alton .. ..	106	3.00
Elgin .. ..	42	1.25	Plymouth .. ..	111½	3.15
Gilberts .. ..	50	1.50	Footville .. ..	114½	3.25
Huntley .. ..	55	1.65	Magnolia .. ..	118	3.40
Union .. ..	62	1.85	<i>Dixon Line—</i>		
Marengo .. ..	66	2.00	Geneva .. ..	35½	1.05
Garden Prairie .. ..	72	2.15	Blackberry .. ..	44	1.30
Belvidere .. ..	78	2.35	Lodi .. ..	50	1.50
Cherry Valley .. ..	84	2.50	Cortland .. ..	55	1.65
Rockford .. ..	92	2.75	DeKalb .. ..	59	1.75
Winnebago .. ..	99	3.00	Dement .. ..	69½	2.10
Pecatonica .. ..	106	3.20	Lane .. ..	75	2.25
Nevada .. ..	114	3.40	Lafayette .. ..	83	2.50
Freeport .. ..	121	3.60	Franklin .. ..	88	2.65
Eleroy .. ..	129	3.85	Taylor .. ..	98	2.80
Lena .. ..	133½	4.00	Dixon .. ..	98	3.00
Nora .. ..	141½	4.25	Sterling .. ..	109	3.25
Warren .. ..	145	4.35	Fulton .. ..	136	4.00

The emigrant fares on the Western railroads vary considerably, but are generally about one-half the above fares.

**ILLINOIS CENTRAL RAILROAD.**—This road, unlike all other railroads in the West, has a direct north and south course through its entire length from Cairo, at the mouth of the Ohio River, to a point opposite Dubuque, Iowa, including a branch road to Chicago.



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Dist.	Fare.
151	4,55
159	4,80
164	4,95
171	5,15
83	2,60
93	2,80
98	3,00
106	3,00
111	3,15
114	3,25
118	3,40
35	1,05
44	1,30
50	1,50
55	1,65
59	1,75
60	2,10
75	2,25
83	2,50
88	2,65
93	2,80
98	3,00
109	3,25
136	4,00

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through its  
r, to a point  
Chicago.

It may to some extent be considered a rival of the Chicago and St. Louis Railroad for the travel to the south, as a line of boats run from Cairo down the Mississippi to New Orleans. In connection with the Galena and Chicago Union Railroad, which it joins at Freeport, this road forms a continuous line from Chicago to Galena and Dubuque, which are the points of embarkation for all bound to Minnesota, Northern Iowa, and the northern and western portions of Wisconsin.

The entire line of road is divided into 12 divisions, commencing at Cairo:—

	From	To	Miles.
1st Division extends ..	Cairo .. ..	Big Muddy River ..	60
2nd " " " ..	Big Muddy River ..	Centralla .. ..	52
3rd " " " ..	Centralla .. ..	155th mile .. ..	43
4th " " " ..	Decatur .. ..	Decatur .. ..	49
5th " " " ..	Decatur .. ..	Bloomington .. ..	44
6th " " " ..	Bloomington .. ..	Lasalle .. ..	60
7th " " " ..	Lasalle .. ..	Freeport .. ..	79
8th " " " ..	Freeport .. ..	Dubuque .. ..	67
9th " " " ..	Chicago .. ..	Bourbonnais .. ..	56
10th " " " ..	Bourbonnais .. ..	Urbana .. ..	72
11th " " " ..	Urbana .. ..	Wabash Port .. ..	49
12th " " " ..	Wabash Port .. ..	Centralla .. ..	74

Total length, 704 miles. Fare, Chicago to Cairo, 10 dollars; Chicago to Dubuque, 5 dollars 50 cents. Depot and Office on Michigan Avenue.

CHICAGO AND ROCK ISLAND RAILROAD.—This road connects Chicago, to the south-west, with the flourishing young city of Rock Island, and runs through one of the finest agricultural sections in the State.

It taps the Mississippi River at a point very convenient for emigrants bound to Central Iowa, whence the Mississippi and Missouri Railroad, now in course of construction, will soon open up the interior of this splendid country to the tide of immigration. Depot Corner, Sherman and Van Buren Streets. Ticket Office, 96, Randolph Street.

Chicago to	Dist.	Fare.	Chicago to.	Dist.	Fare.
Junction .. ..	6	20	Snachwine .. ..	121	3,70
Blue Island .. ..	15	50	Henry .. ..	127	3,90
Bremen .. ..	23	75	Lacon .. ..	134	4,15
Mokena .. ..	29	1,00	Chillicothe .. ..	142	4,45
Joliet .. ..	40	1,25	Rome .. ..	145	4,55
Minooka .. ..	51	1,60	Mossville .. ..	150	4,75
Morris .. ..	61	1,90	Peoria .. ..	155	5,00
Seneca .. ..	71	2,25	Tiskilwa .. ..	157	3,65
Marsailles .. ..	76	2,35	Pond Creek .. ..	158	3,80
Ottawa .. ..	84	2,70	Sheffield .. ..	159	4,00
Utica .. ..	93	2,95	Annawan .. ..	165	4,30
Lasalle .. ..	98	3,00	Geneseo .. ..	168	4,75
Peru .. ..	99	3,70	Colona .. ..	169	5,00
Trenton .. ..	109	3,30	Moline .. ..	179	5,00
Bureau .. ..	113	3,40	Rock Island .. ..	181	5,00

**DIXON AND IOWA CENTRAL RAILROAD.**—This road may be fairly considered a branch of the Galena and Chicago Union Railroad before spoken of. It leaves that line 30 miles west of Chicago, and runs directly west to Fulton, a new town on the Mississippi River, about 35 miles north of Rock Island.

A road is now in contemplation to run from Lyons, opposite the present terminus at Fulton City, westward; which will, no doubt, eventually make this the shortest route to Western Iowa, and Nebraska territory. Length, 136 miles; fare, four dollars. Depot and Ticket Office, same as Galena and Chicago Union Railroad.

**CHICAGO, ALTON, AND ST. LOUIS RAILROAD.**—This road connects Chicago and Alton (a town of some importance, lying at the mouth of the Illinois River), with St. Louis, the capital of the State of Missouri, whence there is easy communication by boats on the Mississippi River with New Orleans, and all points below St. Louis; and also by means of the Missouri River, which enters the Mississippi a few miles above St. Louis, with Weston, St. Joseph, Independence, and other points in the central part of the State of Missouri. Depot, corner of Sherman and Van Buren Streets. Ticket Office, 48, Dearborn Street.

Chicago to	Dist.	Fare.	Chicago to	Dist.	Fare.
Joliet .. ..		40 1,25	Lincoln .. ..	7	159 4,85
Elwood .. ..	8	48 1,60	Elkhart .. ..	10	169 5,15
Wilmington ..	8	56 1,75	Williamsville ..	8	175 5,80
Stewart's Grove..	6	62 1,95	Sangamon .. ..	7	182 5,60
Mazon .. ..	6	68 2,10	Springfield ..	5	187 5,70
Dwight .. ..	8	76 2,35	Lick Creek .. ..	8	193 5,95
Odell .. ..	8	84 2,60	Chatham .. ..	3	196 5,95
Wolf Grove ..	5	89 2,75	Auburn .. ..	6	202 6,25
Pontiac .. ..	5	94 2,90	Viriden .. ..	7	209 6,35
Rock Creek ..	6	100 3,10	Prairie Station ..	8	217 6,60
Peoria Junction..	5	105 3,20	Carlville .. ..	8	225 6,85
Lexington ..	7	112 3,40	Macoupin .. ..	7	232 7,00
Money Creek ..	8	120 3,65	Shipman .. ..	8	240 7,27
Bloomington ..	8	128 3,90	Brighton .. ..	7	247 7,53
Funk's Grove ..	10	138 4,25	Monticello .. ..	7	254 7,50
Atlanta .. ..	10	148 4,50	Alton .. ..	5	259 7,50
Kickapoo .. ..	4	152 4,75	St. Louis.. ..	283	8,00

**CHICAGO, BURLINGTON, AND QUINCY RAILROAD.**—This important road runs south-west from Chicago to Quincy, a town of considerable trade on the Mississippi River. As soon as the branch from Hannibal Mo. to St. Joseph, on the Missouri River, is completed, there will be direct communication, by means of this road, between Chicago and Central Missouri. Depot and Ticket Office, corner of Wells and N. Water Streets. C. G. Hammond, Supt.

**CHICAGO AND MILWAUKIE RAILROAD.**—This road has been lately finished to Milwaukee, and now offers great facilities to emigrants.

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Dist.	Fare.
169	4,85
169	5,15
175	5,30
182	5,60
187	5,70
193	5,85
198	5,95
202	6,25
209	6,35
217	6,60
225	6,85
232	7,00
240	7,27
247	7,53
254	7,50
259	7,50
263	8,00

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bound for the fine timber lands in Middle and Northern Wisconsin. The country traversed by this road, and the Galena and Chicago Union and its branches, which comprehends the southern tier of counties in Wisconsin and the northern counties of Illinois, may be fitly termed the Garden of the West, and although land can now be bought much cheaper in Iowa and further west, I would advise all farmers with means to visit this delightful country, and see for themselves before purchasing elsewhere.

A road is in course of construction from Milwaukee westward, to Prairie du chien on the Mississippi, which, together with the "Grand Trunk Railway of Canada," when completed, will form a continuous and easy line of communication between Canada and the North-West. Length, 85 miles. Fare to Milwaukee, 2 dollars 50 cents.

CHICAGO, ST. PAUL, AND FOND DU LAC RAILROAD.—This, the last of the ten railroads entering Chicago, is not yet finished. It runs directly north-west from Chicago to Janesville in Wisconsin, a distance of 88 miles, through a beautiful and very fertile tract of country, well worthy the attention of settlers. It is intended eventually to run to Fond du lac, near the head of Lake Superior, with a branch road to St. Paul, the rising capital of Minnesota. Total, length of main line, 178 miles.

Immense numbers of emigrants from Europe and the Eastern States pass over these roads every summer, on their way to the West, as may be gleaned from the single fact, that upwards of thirteen millions of dollars, or nearly three millions of pounds sterling, were paid for fares over these roads during the year 1854. The railroad system of Illinois is now nearly complete, and upwards of a hundred trains of cars arrive and depart from Chicago daily. Owing to the immense tide of immigration the different Railroad Officers and Ticket Agents in Chicago are brought into daily contact with emigrants from every part of Europe, and will generally be found ready to give any information to passengers with regard to route, distance, &c. that is politely asked for.

The traveller having now recruited his strength, and finding nothing in or near Chicago in which he can earn a livelihood, naturally turns his face once more westward. Before setting out a second time, however, he should have some settled definite purpose in view, some fixed determination as to where he is about to settle, and what occupation he purposes to follow. With a view of supplying the deficiency of information, which has long been felt amongst the middle and working classes in this country, with regard to the new states and territories of the American Union, I will now give a brief sketch of the country which a few years ago was known only as the north-west, but which now comprises the

prosperous and comparatively populous States of Illinois, Wisconsin, Iowa, and the territory of Minnesota.\*

The Western States, properly so called, comprise the new and flourishing States of Ohio, Michigan, Indiana, Illinois, Missouri, Wisconsin, and Iowa, and the territories of Minnesota and Nebraska; but it is of the country lying in the Upper Mississippi Valley, and comprising the four most northern of these, that I propose to treat in this work.

They are at once the most accessible to immigration, among the most fertile and salubrious in the whole Union, and from their recent settlement, offer the greatest inducements to those who wish to purchase land, and commence farming operations.

#### THE VALLEY OF THE UPPER MISSISSIPPI.

The Mississippi rises in latitude  $47^{\circ} 10'$  north, longitude  $95^{\circ} 54'$  west; is surrounded by an immense marshy plain, indented with small lakes, abounding with fish and wild rice, and elevated 1,500 feet above the Gulf of Mexico. It is a circumstance peculiar to this river, that the physiognomy of nature around its head bears so strong a resemblance to that of its estuary. A difference of 19 degrees of latitude precludes much similarity in vegetable or stationary animal production.

On a view of the particular Valley of the Mississippi, its general sameness first strikes the eye. No chains or groups of mountains rise to vary the scene; over so wide a space as 180,000 square miles some solitary elevations exist, which, for want of contrast, are dignified by the name of mountains; but few continuous tracts of equal extent afford so little diversity of surface.

The upper part of the Mississippi is traversed by numerous falls and rapids of inconsiderable extent, until, after a meandering course of 420 miles, it precipitates its waters down the Falls of St. Anthony,  $16\frac{1}{2}$  feet perpendicular; and nine miles below receives its largest confluent, the St. Peter's, which rises among the sacred red pipestone quarries of the Indians. The Mississippi, from the St. Peter to some distance below Fever River, flows in small streams (with the exception of Lake Pepin, an expansion of twenty miles in length and five in width), curling among a multitude of islands, which in the summer season are clothed with grass, flowers, and forest trees; and so thickly covered, that it is said there are but three places between Prairie du Chien and St. Peter's River, a distance of 220 miles, where you can see across the river.

\* Much of the information contained in the following pages is taken from "Colton's Western Tourist and Emigrant's Guide," published at New York in 1853, and may be implicitly relied on.

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The Mississippi, after a distance of 990 miles from its source, and receiving in its course from the east the Chippewa, Wisconsin, Rock and Illinois Rivers, and many smaller streams; and from the west, the St. Peter, Upper Iowa, Turkey, Makuqueta, Wapsipinecon, Des Moines and Salt Rivers, and many others of less note, unites and mingles its bright waters with the dark Missouri.

#### FACE OF THE COUNTRY.

The surface of the Mississippi Valley may be arranged under three natural divisions—the forest, the barrens, and prairie country. The timber most abundant are the oak, of various species, black and white walnut, ash, elm, sugar maple, honey-locust, birch, buckeye, hackberry, linden, hickory, cotton-wood, white and yellow pine, peccan, sycamore, with several others. The undergrowth consists chiefly of plum, crab-apple, dog-wood, green-brier, &c. The trees are very luxuriant in their growth, and are frequently found of a stupendous size.

Barrens are a species of country of a mixed character, uniting forest and prairie, have as productive a soil as can be found in the Western States—are healthy, more rolling than the prairies, and abounding with that important requisite, good springs. The farmer may settle without hesitation, on any part of this land, where he can find timber enough for his present wants, for the soil is better adapted to all the purposes of farming and changes of the seasons, than the deeper and richer mould of the prairies.

The third natural division is the prairie country, which is again subdivided or classified into what are known as the "oak openings," the "rolling prairie," and the boundless level prairies of the "Far West," where, as you advance, one immense sea of grass swells to the horizon after another, unbroken, for miles, by rock or tree.

The "oak openings," so termed from their distinctive feature of the varieties of oak which are scattered over them, interspersed at times with pine, black walnut, and other forest trees which spring from a rich vegetable soil, present by far the most extensive surface. Among them are found some of the most lovely landscapes of the West, presenting for miles and miles a varied scenery of natural growth; here, trees, grouped or standing single, and there, arranged in long avenues, as though planted with human hands, with slips of open meadow between. Michigan and Illinois abound with these oak openings. The "rolling prairie," which forms the second division, presents very different features. Abounding with the thickest and most luxuriant belts of forest, they also present wide and slightly undulating tracts of the rankest herbage and flowers, many ridges and hollows filled with purple thistles, and ponds filled with

aquatic plants. The soil on the "bottom" lands is very deep and rich, and the edges of the timbered strips are the favourite haunt of the emigrant settler and backwoodsman, in quest of game.

#### CLIMATE.

As the climate of such an extent of country as the Upper Mississippi Valley presents is necessarily very varied, I have thought it better to treat of this subject under the heads of the different States which compose it. I would, however, remark as a general rule, that emigrants to a new country like this cannot be too careful in selecting their residences in salubrious localities. Wherever the bottom lands are wide, the forest deep, the surface level and sloping back from the river, and the vegetation rank; wherever the rivers overflow, and leave stagnant waters that are only carried off by evaporation, it may be assumed as a general maxim that such places are unhealthy. Yet, where the forest is cleared away, and the land has been for a sufficient time under cultivation, and is sufficiently remote from stagnant water, it generally may be considered as healthy as any other country. In proportion as the country becomes open, cultivated, and peopled—in proportion as the redundancy and rankness of natural vegetation is replaced by that of cultivation, the country becomes more healthy.

#### THE PUBLIC LANDS.

Under the admirable public land system of the United States the wilderness of the West, in less than half a century, has been transformed into fruitful farms, and filled with flourishing cities; and settlers from the older States, and from all parts of Europe, have there secured homes for their families, and a rich reward for their industry. As this is a matter of deep importance to all, and as frequent inquiries are made in relation thereto, a brief summary of its more salient points will prove valuable to intending settlers in these States.

The public lands belonging to the General Government are situated in, and embraced by, the States of Ohio, Indiana, Illinois, Michigan, Wisconsin and Minnesota, and other parts of the Union not necessary here to mention, and embrace an estimated area in round numbers of 1,584,000,000 acres, of which there are still remaining unsold about 1,438,000,000 acres. After the lands have been surveyed, and the meridian, base, and township lines laid out, one section or square mile out of every township is set apart for educational purposes, which is generally known as the "school" section. Thus, 1-36th part of the public lands has been set apart for the support of schools; which wise policy on the part of the General Govern-



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ment has secured to settlers and their children for ever the advantages of an enlightened system of political and social existence.

In many cases persons have settled on the public lands without purchase as *squatters*, and have made improvements on their clandestine occupations. To secure such settlers from injury, Congress has passed a pre-emption law, which gives them the privilege of purchasing at a minimum rate, to the exclusion of all others, who previous to the passing of that act, were entitled to purchase and drive away the original improver without recompense for his labour.

The management of the public lands is vested in a Commissioner, who is subordnary to the Secretary of the Interior. The General Land Office is located at Washington, but for the convenience of purchasers, branch or local offices are distributed throughout the different States. The following are the localities of the offices :—

IN ILLINOIS—Shawneetown, Kaskaskia, Vandalia, Palentine, Springfield, Quincy, Dixon, and Chicago.

IN WISCONSIN—Mineral Point, Green Bay, Milwaukie, and Wil-  
low River.

IN IOWA—Dubuque, Fairfield, and Iowa City.

IN MINNESOTA—Still Water, on Lake St. Croix.

It is at these offices that all sales of land are made, and all business between the Government and the settler transacted.

## THE NORTH-WESTERN STATES.

### THE STATE OF ILLINOIS.

Area, 55,055 square miles. Population, 1,250,000. Capital, Springfield.

THERE is probably no State in the whole Union, not even excepting Ohio, that has advanced so rapidly in population, and in the amount of her agricultural produce and export, as Illinois. Little more than forty years ago it was a howling wilderness; her vast prairies only inhabited by wandering tribes of Indians, and the ever watchful wolf; but in that short space of time, it has sprung up, as if by impulse, to be one of the most fertile and productive in the West. It is situated between  $37^{\circ}$  and  $42^{\circ} 30'$  north latitude, and between  $87^{\circ} 49'$  and  $91^{\circ} 30'$  west longitude; and is bounded on the north by Wisconsin; on the east, by Lake Michigan and Indiana; on the south-east and south, by the Ohio River, which separates it from Kentucky, and on the west, by the Mississippi River, which forms the boundary between it and the States of Iowa and Missouri.

Accessible by means of her extensive railroad system, the chain of lakes, and the Mississippi, Ohio, and Illinois rivers, it invites emigration from all parts of the world; and the unrivalled advantages which it offers in the general salubrity of its climate, the fertility of its soil, and more than all, the ready market which may be said to be found on almost every square mile of its surface, all conduce to make Illinois one of the most desirable fields for the labour of the emigrant, and especially of the farmer.

When we consider that in 1840, its population was but 476,183 souls, and that in less than sixteen years it has added upwards of *three quarters of a million* to its settled population, some idea may be formed of the real progress this State has made. It is little more than a quarter of a century since Illinois formed a portion of the immense north-western territory, then lying almost beyond the confines of civilization, and now it takes rank as the fifth State in the Union. The aspect of the country generally presents a level plain, occasionally broken in the northern and southern portions

of the State by high lands, but no where mountainous. Probably two-thirds of the State consists of prairie land, and the soil throughout is rich, deep, and productive, being watered by an abundance of pure springs, and well adapted for all kinds of grain. Except on the immense prairies, in the central portion of the State, some of which extend for thirty miles without a tree or pool of water on them, it is everywhere well watered. In all the ingredients of soil, and concomitants of climate requisite to the most bountiful production of the cereals and grasses—in all of those conditions regarded as peculiarly favourable to the growth of stock, and particularly in topographical adaptation to the application of machinery in agricultural pursuits—Illinois may proudly challenge comparison with the most favoured of her sisters of the north-west or south-west. "We have travelled," writes the editor of the "Democratic Press" of Chicago, "through nearly every county in the State—we have conversed with the old pioneers who know every foot of the ground—we have had the opinion of surveyors and engineers; and from all that we can gather from our own observation, and that of others, we hesitate not to say that at least eighty per cent. of the entire area of the State consists of first-class arable land, and ninety per cent. of it is susceptible of profitable culture."

The climate in the northern part of the State partakes much of the character of that common to the lake districts of Western Canada, while in the southern counties it is much warmer, being sufficiently mild for the cultivation of cotton, while peaches ripen very quickly. Except on the river bottoms, and in the neighbourhood of swamps, the country is healthy, and free from endemic diseases. In order to avoid fever and ague, bilious fever, and other diseases common to new countries, I would strongly advise immigrants always to select the healthiest situation for a residence, altogether removed from marshy exhalations; to live temperately, and preserve a regular habit, and to avoid as much as possible exposure to the intense heat of the mid-day sun, and the damp chilly airs, which generally during the summer and autumn follow sun-down.

The productive industry of Illinois is chiefly employed in agriculture. The cereal staples are wheat, oats, and Indian corn; tobacco, hemp, and flax, are also raised. An excellent quality of potato is raised throughout the State. It is also a great stock raising State; and Illinois beef and pork are known all the world over. Some estimate may be formed of the extent to which this important branch of farming has been carried, when it is stated upon good authority, that the live stock in the different portions of the State during the year 1854, was valued at upwards of twenty-

*five millions of dollars.* Not least in value are the mineral treasures of the State. The great lead region of the North extends within and beyond the limits of the State, and is believed to occupy a district of 200 miles long and 60 broad. Copper and iron ores also exist, and bituminous coal of a fair quality is found in great abundance. Mining, however, from the large capital required to be invested in it, has thus far been much neglected, except, perhaps, in the neighbourhood of Galena, from which port large quantities of *galena*, or lead ore, are annually shipped to St. Louis, New Orleans, Chicago, New York, and other cities on the Mississippi River, lakes, and seaboard.

Nothing, perhaps, will so well illustrate the surprising growth of this young State, as a glance at the railroad system, which may now be said to be nearly complete.

The first railroad in the northern part of the State was commenced in the spring of 1848, and on the 16th of February, 1852; or, little more than four years ago, there were only 95 miles of railroad in operation in the State, and there are now upwards of 3,000 miles finished and in operation; and the total number of miles projected, and under contract to be completed, in from five to eight years, amounts to 6,449.

Government lands can be purchased by intending settlers for 1 dollar 25 cents per acre, but the best are held by speculators and others at much higher rates, and the immigrant of small means wishing to purchase land will now find better investments for his money in Iowa, and the new territories lying west of the Mississippi River. As there are always a large proportion of the farmers in this, and other States, ready to sell out and push further west, men with means may frequently pick up improved farms at from 10 dollars to 25 dollars per acre. I would strongly recommend those of the latter class, who are satisfied to make Illinois their home, to visit the counties of Lake, Du Page, De Kalb, Boone, Stephenson, McHenry, and Winnebago, which form the northern tier of counties of the State, and to all parts of which the Galena and Chicago Union Railroad, and its branches, afford easy access. The Illinois Central Railroad Company have also a large amount of land, laying contiguous to their road, for sale on advantageous terms. The Office of the Land Department of this Company is at 54, Michigan Avenue, Chicago.

The State is divided into 99 counties. The following are among the principal cities and towns:—Springfield, Chicago, Galena, Alton, Peoria, Quincy, Bloomington, Rock Island, Rockford, Freeport, Peru, Ottawa, Beardstown, Meredosia, Cairo, Jacksonville, Vandalia, Nauvoo, Kaskaskia, and Shawneetown. Living is cheap in all

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parts of Illinois. Mechanics in most of the interior towns can get good board and lodging for 2 dollars 50 cents to 3 dollars per week. At country hotels, in the northern portion of the State, prices range from 3 dollars to 6 dollars per week; and in Chicago, a good room and board, at private lodging and boarding houses, can be obtained for from 4 dollars to 7 dollars per week, exclusive of washing.

As thousands of immigrants every year seek the fine pasture lands, laying along both sides of the Illinois River through the central counties of the State, the following table of distances, and names of towns on the Illinois and Michigan Canal and Illinois River, will be found useful. The Illinois and Michigan Canal connects Chicago with Peru, at the head of steamboat navigation on the Illinois River, thus forming a connexion between the Mississippi River and the lakes. It was commenced in 1836, and completed early in 1848, at a cost of upward of *six millions and a half of dollars*.

FROM CHICAGO TO ST. LOUIS, MO.

	Dis.	Far.		Dis.	Far.
<i>By the Illinois and Michigan Canal:—</i>			<i>By the Illinois River:—</i>		
To Summit .. .. .		11	To Havana .. .. .	10	218
Des Plaines .. .. .	10	21	Bath .. .. .	12	230
Lockport .. .. .	12	33	Moscow .. .. .	3	233
Joliet .. .. .	6	39	Erie .. .. .	10	243
Dresden .. .. .	14	53	Beardstown .. .. .	2	246
Morris' .. .. .	10	63	La Grange .. .. .	10	256
Marsailles .. .. .	12	76	Meredosia .. .. .	10	266
Ottawa .. .. .	12	88	Naples .. .. .	6	272
Peru .. .. .	14	102	Griggsville .. .. .	4	276
<i>By the Illinois River:—</i>			Florence .. .. .	6	282
To Hennepin .. .. .	17	119	Montezma .. .. .	16	298
Lacon .. .. .	20	139	Bridgeport .. .. .	12	300
Chillicothe .. .. .	12	151	Newport .. .. .	10	320
Rome .. .. .	1	152	Columbiana .. .. .	6	326
Peoria .. .. .	18	170	Gilford .. .. .	16	332
Pekin .. .. .	10	180	Grafton .. .. .	44	376
Lancaster Landing .. .. .	12	192	Alton .. .. .	18	394
Liverpool .. .. .	16	2 ..	Missouri River .. .. .	5	399
			St. Louis .. .. .	18	417

THE STATE OF WISCONSIN.

Area, 53,924 square miles. Population, 305,191. Capital, Madison.

This fine young State has, for the last few years, been attracting considerable attention in Europe, and especially in Great Britain, the result of which has been a continued flow of emigration from the different British ports to the different sections of the country,

until we find that, by the last census returns, the amount of the foreign population far exceeds the native American population throughout the State.

Wisconsin lies between  $42^{\circ} 30'$  and  $47^{\circ}$  north latitude, and between  $87^{\circ}$  and  $92^{\circ} 30'$  west longitude; and is bounded, north, by Lake Superior and the northern peninsula of Michigan; east, by Lake Michigan; south, by Illinois; and west, by Iowa and Minnesota territory.

This State originally formed part of that vast territory, known as "New France," which originally belonged to the French, but which was ceded to Great Britain in 1763. Few settlements were made previous to 1836, when it was erected into a separate territorial government. It was admitted into the Union as a State in 1848, so that it is not yet nine years old. Its increase has been very rapid, and its splendid situation and facilities of intercourse, its agricultural capacities, its mineral wealth, and other natural advantages, are every day inducing increased attention, and offering golden prospects to every grade and condition of man.

The soil of Wisconsin is excellent; black marl predominates in the lowest timber and prairie lands, and is often six feet deep. The dark loam is the most common in the openings and on the rolling prairie, and is cultivated with the best success. The country is naturally divided into timbered, opening, and prairie. The climate is mild and salubrious, and perhaps more congenial to the European constitution than that of any other of the United States. All kinds of crops that are raised in temperate climates may be cultivated with success in Wisconsin; and owing to the great range of pasturage on the prairies, it is an uncommonly fine grazing country.

Wisconsin is rich in minerals. The lead district joins that of Illinois, and occupies the south-west corner of the State. The production of *galena* has become very considerable, and the copper mines of the north and west are prospectively of immense value. Many other metals are found, and good marble and building stone are abundant in almost every part.

Bounded on the north and east by two of the largest and finest fresh water seas in the world, and on the west by the great river Mississippi, with numerous other navigable rivers and streams throughout the State, Wisconsin presents facilities for internal intercourse and communication with the world at large, unsurpassed by any State in the Union. The ports on Lake Michigan are already distinguished for their busy commerce, and their rapid increase in prosperity and wealth, while all along the shores of Lake Superior, towns and villages are starting up where the produce of the fisheries,



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and the valuable copper mines, find an easy outlet to all parts of the world. The river trade is great, and the busy strife of commercial activity has penetrated every corner of the State.

Steamboats ply on all its waters; and the railroad system, which, though not so extended as that of its southern neighbours, is fast opening up new and important lines of travel, and developing the vast resources of the interior.

Wisconsin has made provision for an extensive system of education, and in this important feature no State in the Union presents so many inducements to the settler with a family to raise and educate. There is also an excellent university at Madison, which was established in 1849.

The State is divided into 29 counties, 18 of which are south of the Fox and Wisconsin Rivers; north of these the settlements are very sparse. The most important cities and towns are Madison, Milwaukie, Sheboygan, Janesville, Beloit, Manitowoc, Green Bay, Racine, Mineral Point, Prairie du chien, Fond du lac, at the head of Winnebago Lake, and Fort Winnebago, at the portage of the Fox and Wisconsin Rivers.

Madison, the capital, is one of the handsomest cities in the West. It is beautifully situated on a gently rising ground, between "Four Lakes," and about ninety miles west of Milwaukie. It was laid out in 1836, with a central square, in the middle of which stands the State House. This is a spacious stone edifice, two stories high above the basement, and surmounted with a handsome dome, which can be seen for a distance of ten miles from every direction. Population about 4,000.

Milwaukie, the principal commercial city of the State, and, in point of population, second only to Chicago in the north-west, is situated on both sides of Milwaukie River, near its entrance into Lake Michigan, ninety miles north of the latter city. It is the natural outlet to one of the finest grain regions in the Union, and was once the rival of Chicago for the great trade of the north-west. In 1834, it was surrounded by a wilderness; it now contains about 40,000 people, a large proportion of whom are Germans.

This is the great centering point of travel through the State; but owing to the unfinished state of the railroads, and the want of information with regard to the stage routes, I am unable to furnish more than the distances from Milwaukie of the different important points in the State, assuring my reader that, on his arrival in Milwaukie, he will be able to obtain all necessary information as to his future route.

There is connexion between Chicago and Milwaukie, by the Chicago and Milwaukie Railroad, twice daily, and also by steam-

boat on Lake Michigan daily, during the summer season. The latter is the cheapest, and most pleasant route for emigrants.

#### ROUTES IN WISCONSIN.

Milwaukie to Madison .....	Railroad .....	97 Miles.
" Green Bay .....	Steamboat .....	120 "
" Janesville .....	Railroad .....	70 "
" Galena .....	" .....	150 "
" Fond du lac .....	Stage .....	71 "
Madison to Janesville .....	Railroad .....	42 "
" Mineral Point .....	Stage .....	51 "
" Galena .....	" .....	96 "
" Fort Crawford .....	" .....	101 "
" Green Bay .....	" .....	128 "
" Fort Winnebago .....	" .....	42 "
Mineral Point to Prairie du chien ...	" .....	63 "
" Galena .....	" .....	40 "

The fares on the stage routes are usually about three cents per mile; but in the course of a few years the State will be traversed in every direction by railroads, which supply a speedier and cheaper means of communication.

#### THE STATE OF IOWA.

Area, 50,914 square miles. Population in 1850, 192,214. Capital, Iowa City.

This is emphatically a "Land of Promise" to the emigrant, and is now perhaps attracting more attention and filling up more rapidly than any other State in the Union.

Iowa is situated between 40° 30' and 46° 30' north latitude, and between 90° 20' and 97° 40' west longitude; and is bounded, north, by Minnesota territory; east, by the Mississippi River, which separates it from Wisconsin and Illinois; south, by Missouri; and west, by the territory of Nebraska. It formed a portion of Louisiana until the year 1803, when it was purchased by the United States Government, erected into a separate territorial government in 1838, and admitted into the Union as a State in 1846.

Like all the other Western States, Iowa owes its present prosperity to its agricultural resources. Probably no country in the world, in every point of view, is more promising to the agriculturist. Its fine prairies are easily converted to cultivation, and its natural pastures afford peculiar facilities for the rearing of cattle, and sheep farming. Wool growing, indeed, has become one of the staple employments of the farmer; and the raising of hogs for market is no less profitable in its results. The sheep and hog are here raised with little or no trouble, the natural productions of the forest and

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prairie affording a plentiful subsistence. The cereal and root crops grow luxuriantly, and all the fruits of temperate climates find here a congenial soil.

Fertile and productive, yielding minerals of the greatest value, penetrated by numerous navigable rivers, and bordered by the noble Mississippi, easily accessible, and free from many of the dangers incident to newly settled countries, Iowa offers the greatest inducements to emigrants and others to make it their home. The settled portion of the State is well provided with good roads, and several railroads in course of construction will soon find a ready market for the surplus produce of the country. The land is good and cheap, the climate healthy, and education is well provided for; while every portion of the country is open to easy navigation and land travel.

Prairie predominates in this State. The prairie lands are variously covered: some are clothed in thick grass, suitable for grazing farms; while hazel thickets and sassafras shrubs invest others with perennial verdure. The soil is universally good, being a rich black mould, mixed sometimes with sandy loam, and sometimes with red clay and gravel. The State is well watered by numerous navigable rivers and streamlets flowing into the Mississippi and Missouri rivers, which bound the State to the east and west. The margins of the streams are generally thickly timbered.

The climate is excellent, especially on the prairies; and the country, excepting the low margins of the rivers, which are frequently inundated, is as free from endemic diseases as the most favoured portion of the Union. Periodical breezes blow over the prairies as regularly and refreshingly as on the ocean between the tropics.

Although mainly an agricultural State, Iowa is possessed of great mineral wealth. Lead, zinc, iron, &c. are very plentiful. The "mineral region" is principally confined to the neighbourhood of Dubuque. The lead mines of this region are perhaps the most productive and valuable in the world. Ten thousand miners could here find profitable employment. Iron ore is abundant in several districts; but as yet the mines have not been worked to any great extent.

Game of every kind and variety is found in great abundance throughout this State, affording pleasure to the sportsman and profit to the hunter. Though the buffalo, once a denizen of this beautiful country, is now almost extinct, and though the elk is only found in the wild recesses and more unsettled parts, a great variety of wild animals still remain. The wolf, panther, and wild cat are still numerous, and in the wooded districts the black bear is found. Foxes, racoons, opossums, gophers, porcupines, squirrels, and the otter, inhabit almost the whole unsettled country. Deer are also

quite numerous, and the musk-rat and common rabbit are incredibly prolific. Among the bird tribes are wild turkeys, prairie-hens, grouse, partridges, woodcocks, &c. Geese, ducks, loons, pelicans, plovers, snipes, &c. are among the aquatic birds that visit the rivers, lakes, and sluices. Bees swarm in the forests. The rivers and creeks abound with excellent fish; and the insect tribes, varied and beautiful, add gaudiness to the scene.

Those seeking land in Iowa would, I think, do well to visit the counties of Clayton, Dubuque, Jackson, Clinton, and Scott, laying along the Mississippi River in the north-eastern portion of the State, where they will find well cleared farms, easily accessible by good roads from the Mississippi River, which still forms the great natural outlet of the country.

The settled portion of Iowa is divided into 99 counties. Among the principal cities and towns are Iowa City, the capital; Dubuque, Davenport, Burlington, Keokuck, Muscatine, and Fort Madison, on the Mississippi River; all of which, especially Dubuque and Keokuck, are very thriving places. At the former city the Land Office for the district, and the Surveyor-General's Office for the States of Iowa and Wisconsin, are located.

The interior towns are in general small, consisting chiefly of agricultural settlements; Maquoketo in Jackson county, Salem in Henry county, and Fairfield in Jefferson county, are perhaps the most important.

#### ROUTES IN IOWA.

*Iowa City to Keokuck*—Fairfield, 56 miles; Farmington, 98; Keokuck, 130.

*Iowa City to Muscatine*—To West Liberty, 14; Muscatine, 35.

*Burlington to Iowa City*—To Yellow Springs, 20; Harrison, 36; Bloomington, 56; Iowa City, 88.

*Burlington to Fort des Moines*—To Mount Pleasant, 27; Fairfield, 51; Oskaloosa, 105; Fort des Moines, 165.

*Davenport to Iowa City*—To Moscow, 25; Iowa City, 50.

*Davenport to Dubuque*—To De Witt, 19; La Motte, 62; Dubuque, 74.

#### THE TERRITORY OF MINNESOTA.

Area, 186,000 square miles. Population, 65,000. Capital, St. Paul.

The territory of Minnesota derives its name from *Minni-sotah*, the name given by the Sioux Indians to the St. Peter's River; *minni*, in their language, meaning "water," and *sotah*, "muddy or

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*Minni-sotah*,  
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slightly turbid." The country originally belonged to the French by priority of discovery. At an early period their traders, missionaries, and soldiers, had penetrated into the western wilderness.

Minnesota is situated between  $43^{\circ} 30'$  and  $49^{\circ}$  north latitude, and between  $89^{\circ} 30'$  and  $102^{\circ} 10'$  west longitude; and is bounded on the north by Canada West; east, by Lake Superior and the State of Wisconsin; south, by the State of Iowa; and on the west, by Missouri territory. Of the immense territory included within these limits—embracing an area of about 166,000 square miles—22,336 square miles belonged to the late territory of Wisconsin, and the remainder to the late territory of Iowa. It has frequently, and I think not inappropriately, been called the New England of the West. Its northern latitude and healthy climate, are calculated to foster habits of industry and enterprise. Its extensive water-power; its beautiful scenery; its forests of pine; its relative situation to the remaining portions of the Mississippi Valley, and its superior advantages for manufacturing enterprise, naturally suggest, as an appropriate name for this country, "The New England of the West."

The present territory was established by Act of Congress, 3rd of March, 1849; and shortly after Alexander Ramsay was appointed governor, and made St. Paul his capital, where the government was organised, and where it has since remained. The organisation of the government of the territory having been so recent, it is impossible to exhibit by statistics the resources of this new and almost untouched country. I will, therefore, give a brief sketch of its general character, and the inducements which it offers to intending settlers.

The surface of the country is generally undulating, but varies considerably in its elevation. In some parts, especially in the neighbourhood of the Mississippi and St. Peter Rivers, the ground is much broken, and their margins lined with high bluffs of various formations; while in others the rivers flow through deep channels, seemingly worn into the earth by the force of their waters. Perhaps the most striking feature in the natural aspect of the country, is the great abundance of water contained within its limits, and the peculiar facilities which its rivers and lakes afford for inland navigation, and for purposes of manufacture. Every portion of the territory may be reached by inland navigation.

In almost every direction canoe navigation, with short portages, is practicable by means of the numerous rivers, whose sources are nearly interlocked or connected by chains of lakes. The majestic Mississippi, with its numerous tributaries, most of them susceptible of steamboat navigation, course through its fertile plains. The

north-eastern portion is washed by the crystal water of Lake Superior. The Missouri sweeps along nearly its whole western boundary, opening an avenue of trade and navigation almost to the territory of Oregon; and beautiful lakes of transparent water, well stocked with fish, and varying from the size of ponds to that of the largest in the world, are profusely scattered over its entire surface.

By the recent treaty concluded with the Sioux Indians, all that beautiful country stretching along the west side of the Mississippi River, from Iowa to St. Peter's River, has been thrown open for settlement. It is a country of great fertility, of picturesque scenery, and is probably rich in mineral treasures; it also possesses a healthy climate and abundant water-power: thus offering an inviting field for manufacturing and agricultural pursuits.

With regard to the climate of the territory, I can only say that the high latitude in which it is situated will operate upon the minds of some as a serious objection to making it a place of residence. I passed the winter of '49-50 in the country, and found the weather intensely cold, but the air dry, elastic, bracing, and healthy, much like that of Lower Canada. Early frosts, sufficient to injure vegetation, are frequent, and the raising of fruit has on that account been unsuccessful. The mean annual temperature, according to thermometrical observations made during several years at Fort Snelling, is  $45^{\circ} 38'$ . Fort Snelling is in latitude  $44^{\circ} 53'$ . Owing to the severity of the winter and backwardness of the spring, the opening of navigation in the Mississippi is generally late, which is one of the great drawbacks to the progress of the territory, as, until railroad connection is formed to the south, the inhabitants are cut off from all communication with the outer world, except by stage or sleighs, during the winter, or for five months in the year. In ordinary seasons the Mississippi may be considered navigable to St. Peter's River until about the 1st of December, and to re-open about the 15th of April.

With regard to immigration, the prospects are favourable, and thousands are landed at St. Paul from the boats plying regularly between that place and points down the Mississippi, during the season of navigation. To all those wishing to engage in manufactures and fond of a northern latitude, the numerous rivers and streams affording water power, distributed all over the country, and the dry, bracing atmosphere, will offer great inducements to settle in Minnesota. The almost inexhaustible pine forests in the different sections of the territory present a wide field for the operations of the hardy lumberman. But there are many serious disadvantages to be overcome besides its high latitude and isolated situation; and I would strongly recommend farmers, mechanics, and others in



search of a home, to visit the northern part of Illinois and the eastern counties of Iowa before venturing so far north as St. Paul, feeling assured that in those more genial climates he will find a more fertile soil, a more advanced society, a readier market for his surplus produce, and more than all, a renewed confidence in the real prosperity and permanent progress of the country which he has selected as his future home.

Minnesota was divided into the following counties in lieu of the counties of St. Croix and La Pointe, which constituted all that remained of the territories of Wisconsin and Iowa, from which Minnesota was formed—viz., Itasca, Washington, Ramsay, Benton, Pembina, Wabkato, Wahnahtah, Dahkotah, and Wabashaw. The principal settlements are at St. Paul, the capital, Still Water, St. Anthony, Mendota, Fort Snelling, Pembina, Kaposia, Sauk Rapids, and Fort Gaines.

St. Paul, the capital, is pleasantly situated on the top of a bluff which rises about 80 feet on the left bank of the Mississippi, about eight miles below the Falls of St. Anthony. The town was laid out in 1848-9; and such has been the rapid progress of the young city and the country round it, that it now contains a population of about 7,000 people. It is well located for commerce, and from its being at the head of navigation, below the Falls, must always command a thriving trade.

The route from Chicago or Milwaukee to St. Paul is by railroad to Dubuque, where the emigrant will find regular steam packets running to St. Paul and all important points on the river. From Galena or Dubuque to St. Paul or St. Peter the fare varies from 4 to 6 dollars, cabin; 1 dollar 50 cents to 2 dollars 50 cents, deck; freight per 100 lbs., 25 cents. Horses and cattle, per head, 3 dollars 50 cents. Families with considerable luggage or freight can frequently secure passages at much lower rates.

The distance, by water, between Galena and St. Paul, is as follows, viz :—

	Miles.				Miles.	
To the mouth of Fevre River	...	...	...	...	6	
Dubuque	...	...	...	...	20	= 26
Cassville	...	...	...	...	31	= 57
Wisconsin River	...	...	...	...	26	= 83
Prairie du chien	...	...	...	...	5	= 88
Upper Iowa River	...	...	...	...	38	= 126
Bad Axe	...	...	...	...	12	= 138
Root River	...	...	...	...	23	= 161
Black River	...	...	...	...	12	= 173
Chippewa River	...	...	...	...	68	= 241
Head of Lake Pepin	...	...	...	...	25	= 266
St. Croix	...	...	...	...	35	= 301
St. Paul	...	...	...	...	28	= 327

## CONCLUSION.

In conclusion, the Compiler would merely notice, that it is his intention to issue a corrected edition of the Hand-book annually, to meet the constantly increasing demand of travellers and emigrants, and the numerous changes incident to a new and progressive country; and that while no labour or expense will be spared on his part to render it perfect and eminently useful, he would respectfully solicit railway, steamship, and packet companies, shippers, emigrant and passenger agents, and all those interested in emigration, to assist in the circulation of a book, the publication of which he feels to be of mutual interest and profit.

Any communication with regard to advertising or subscriptions, will be received by the publishers named on the title-page, or, by E. H. Hall, Chicago, Illinois, United States of America.

## POST OFFICE REGULATIONS.

The following regulations have been issued by the Secretary of the Post Office Department with regard to the mails carried by the Montreal Steamship Company:—

Mails will be made up for conveyance by these packets, and such correspondence will be forwarded by them as may be specially addressed "By Canadian Mail Packet."

The postage upon letters thus sent will be—

	s.	d.
For a letter not exceeding half an ounce in weight ... ..	0	6
For a letter half an ounce and not exceeding one ounce ... ..	1	0
And so on, according to the scale for charging inland letters; and such letters may be paid in advance, or forwarded unpaid, at the option of the sender.		

Upon books the usual rate of postage of—

For a packet not exceeding half a pound in weight... ..	0	6
For a packet exceeding half a pound and not exceeding one pound	1	0
And so on, will be chargeable.		

Newspapers will be liable to a postage of 1d. each.

Books and newspapers, as well as letters, intended to be sent by these vessels, must be specially addressed, "By the Canadian Mail Packet."



# GRAND TRUNK RAILWAY.

## SPRING ARRANGEMENTS.

ON AND AFTER THURSDAY, THE 1st OF MAY, 1856,

THE

## COMPANY'S STEAM FERRY BOAT

Will leave the RAILWAY WHARF as follows:—

For Montreal, Portland, Boston and Intermediate Stations, at 6:45 A.M.—  
Connecting at Montreal with TRAIN to Brockville, and there with Steamers  
to Kingston, Toronto, Niagara, Hamilton, and the West.  
For St. Thomas and Intermediate Stations, at 2:30 P.M.

### FARES TO MONTREAL.

	Dollars.
First Class.....	3.00
Second Class .....	2.00

### RETURN TICKETS AVAILABLE FOR A MONTH.

First Class...	4.00
Second Class .....	3.00

ALSO, ON AND AFTER MONDAY, APRIL 28,

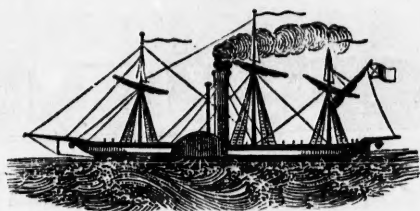
## THE PASSENGER TRAIN

Will leave Point Levi, at 7.00 A.M., for Montreal, Portland, and Boston, and  
arrive at Point Levi, at 3.00 P.M.

The Passenger and Freight Train will leave St. Thomas at 5.00 A.M., and  
leave Point Levi for St. Thomas at 3.30 P.M.

**S. P. BIDDER, General Manager.**

Quebec, April 26, 1856.



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ON THE OPENING OF THE NAVIGATION,

THE STEAMERS

## CRESCENT & LADY ELGIN

WILL FORM A

## DAILY LINE BETWEEN QUEBEC & MONTREAL,

CALLING AT

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Will leave Quebec every Evening at FIVE o'clock; and Montreal at SIX o'clock.

The above Steamers have been refitted and painted in a superior manner.

**TATE BROS.**

Quebec, April 22, 1856.

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Parties desirous of BRINGING OUT their Friends from the United Kingdom, can do so on application to the undersigned, who will also furnish DRAFTS FOR £1 UPWARDS, payable in any part of the United Kingdom. All particulars may be had on application; if by letter, post-paid.

**A. C. BUCHANAN, Chief Agent.**

Emigration Department,  
Quebec, 19th September, 1855. }

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Persons residing in the interior of England, Scotland, or Ireland, desiring to remit money to their friends in the Western States or Territories of the United States, can do so by lodging their money with the nearest Bank and requesting the Manager to procure, either of Messrs Baring, Bro. & Co., the London and Westminster Bank, or of Messrs Coutts & Co., a Letter of Credit for the amount, payable at Chicago, in favour of the person in the United States to whom they wish to remit money, which Letter of Credit will be cashed by the undersigned at Chicago, or if required, can be made available with any of the correspondents of the undersigned throughout the United States; or otherwise, money may be lodged to the credit of the undersigned, with the Provincial Bank of Ireland, Dublin; National Bank of Scotland, Edinburgh; or with any of the Houses in the Old Country above named, and the sum so lodged will be paid by the undersigned to the person in whose favour the same may be advised by the Bank or House receiving the same. *Particular care should be taken to give the plain and full address of the person in whose favour the Letter of Credit is requested; and when practicable, the Signature and Residence of the person in whose favour the credit is to be issued, should be forwarded along with the order for the Letter of Credit.*

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A Journal of news from, and record of all matters bearing upon the interests of the North American Colonies.

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